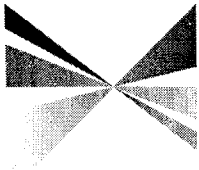


SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith McIlhouse, Moorpark

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509 05-09 06

MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

**Thursday, July 6, 2006
10:00 a.m. - 11:45 a.m.**

**SCAG Offices
818 West 7th Street, 12th Floor
Conference Room Riverside A
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Energy & Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Dennis
Washburn, Chair

2.0 ELECTION OF CHAIR/V-CHAIR

3.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

4.0 REVIEW and PRIORITIZE AGENDA ITEMS

5.0 CONSENT CALENDAR

5.1 Approval Item

5.1.1 Approve Minutes of May 4, 2006
Attachment

01

5.1.2 Approve Minutes of June 1, 2006
Attachment

04

5.2 Receive and File

5.2.1 State & Federal Legislative Matrix
Attachment

08



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>ACTION ITEMS</u>			
6.1	<u>Clean Cities Program Attachment</u>	JoAnn Armenta The Partnership	29	10 Minutes
	<p>The Partnership requests the continuation of their current responsibilities as the administrator of the SCAG region Clean Cities Program.</p> <p>Recommended Action: Approve the Partnership's continuation as the Administrator of the SCAG Clean Cities Program.</p>			
6.2	<u>Conformity Finding for the Draft 2006 Regional Transportation Improvement Program (RTIP) Attachment</u>	Jessica Kirchner SCAG Staff	33	10 Minutes
	<p>Staff will present the Conformity Finding for the Draft 2006 RTIP for approval.</p> <p>Recommended Action: Recommend that the Regional Council delegate authority to the Executive Committee to approve the conformity determination for the 2006 RTIP and reaffirm the conformity determination for the 2004 RTP.</p>			
6.3	<u>Draft 2004 RTP Amendment – Omnitrans sbX Project Attachment</u>	Jessica Kirchner SCAG Staff	56	10 Minutes
	<p>Staff will provide a report on the request from Omnitrans to have SCAG add a bus rapid transit project, sbX , to the RTP.</p> <p>Recommended Action: Recommend to the</p>			



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

Regional Council that it delegate authority to the Executive Committee to approve the conformity determination for the 2004 RTP Amendment.

7.0 INFORMATION ITEMS

8.0 WATER POLICY TASK FORCE REPORT Hon. Dennis Washburn,
Chair

9.0 SOLID WASTE TASK FORCE REPORT Hon. Toni Young,
Chair

10.0 CHAIR'S REPORT Hon. Dennis Washburn,
Chair

11.0 STAFF REPORT Sylvia Patsaouras,
SCAG Staff

12.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

13.0 ANNOUNCEMENTS

14.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on September 7, 2006, at the SCAG Office.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Energy and Environment Committee
of the
Southern California Association of Governments
May 4, 2006

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Westin Long Beach, 333 East Ocean Boulevard, Long Beach, CA 90802. The meeting was called to order by Dennis Washburn, Chair. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Campbell, Todd	City of Burbank
Carrillo, Victor	City of Imperial
Carroll, Stan	City of La Habra Heights
Clark, Margaret	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eckenrode, Norman	City of Placentia
Forester, Larry	City of Signal Hill
Gafin, David	City of Downey
Marchand, Paul	City of Cathedral City
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zerunyan, Frank	SBCCOB

Members Not Present

Brennan, Brian	VCOG
Eaton, Paul	City of Montclair
Hanks, Keith	City of Azusa
Harrison, Jon	City of Redlands
King, Dorothy	Gateway Cities COG
Lilburn, Penny	SANBAG
Miller, Mike	City of West Covina
Nelson, Larry (Vice-Chair)	City of Artesia
Olivas, David J.	SGVCOG
Zine, Dennis	City of Los Angeles

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 10:02 a.m.

2.0 PUBLIC COMMENT PERIOD

JoAnn Armenta, The Partnership Clean Cities Coordinator, provided information on the Southern California Clean Cities Coalition and told the Committee she would return to ask for suggestions on how the Coalition should proceed.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

It was MOVED (Denis Bertone), SECONDED (Larry Forester), ABSTAIN (Paul Marchard) to APPROVE the Minutes.

4.1 Approval Items

4.1.1 Action Minutes of April 6, 2006

4.2 Receive and File

4.2.1 State & Federal Legislative Matrix

It was MOVED (Paul Marchand), SECONDED (Denis Bertone), and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

None

6.0 INFORMATION ITEMS

6.1 AB 2015 – South Coast Air Quality Management District: Board Membership

Don Rhodes, SCAG Staff, provided an update of the current status of the bill. After discussion it was MOVED (Margaret Clark), SECONDED (Frank Zerunyan), and APPROVED BY MAJORITY (4 No Votes) to support this bill and forward to the Regional Council for support.

6.2 Update on the Regional Comprehensive Plan – Open Space Chapter

Jacob Lieb, SCAG Staff, informed the Committee of the efforts taking place to form an Open Space Working Group, introduced Jill Eggerman, SCAG Staff, who will be working on the Open Space Chapter, and provided an update on the Open Space Chapter.

Energy and Environment Committee
May 4, 2006

Minutes

7.0 WATER POLICY TASK FORCE REPORT

The next Water Policy Task Force meeting is scheduled for June 8, 10 a.m. – 12:00 Noon at SCAG.

8.0 SOLID WASTE TASK FORCE REPORT

The next Solid Waste Task Force meeting is scheduled for May 30 at SCAG.

9.0 CHAIR'S REPORT

None

10.0 STAFF REPORT

None

11.0 FUTURE AGENDA ITEMS

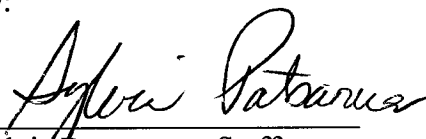
12.0 ANNOUNCEMENTS

Paul Marchand reported that on March 22, Cathedral City rolled out its conservation initiative.

13.0 ADJOURNMENT

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:10 a.m.

Action Minutes Approved
by:



Sylvia Patsaouras, Staff
Energy and Environment

Energy and Environment Committee
of the
Southern California Association of Governments
June 1, 2006

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at The Marina del Rey Marriott, 4100 Admiralty Way, Marina del Rey, CA 90292. The meeting was called to order by Dennis Washburn, Chair. There was a lack of a quorum.

Members Present

Campbell, Todd	City of Burbank
Carroll, Stan	City of La Habra Heights
Clark, Margaret	City of Rosemead
Eckenrode, Norman	City of Placentia
Hanks, Keith	City of Azusa
Gafin, David	City of Downey
Washburn, Dennis (Chair)	City of Calabasas

Members Not Present

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Carrillo, Victor	City of Imperial
Cook, Debbie	City of Huntington Beach
Eaton, Paul	City of Montclair
Forester, Larry	City of Signal Hill
Harrison, Jon	City of Redlands
King, Dorothy	Gateway Cities COG
Lilburn, Penny	SANBAG
Marchand, Paul	City of Cathedral City
Miller, Mike	City of West Covina
Nelson, Larry (Vice-Chair)	City of Artesia
Olivas, David J.	SGVCOG
Van Arsdale, Lori	City of Hemet
Young, Toni	City of Port Hueneme
Zerunyan, Frank	SBCCOB
Zine, Dennis	City of Los Angeles

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 10:25 a.m.

2.0 ELECTION OF CHAIR/V-CHAIR

This item was postponed to the next meeting due to a lack of a quorum.

3.0 PUBLIC COMMENT PERIOD

Kate Lutz, California for Clean Energy, spoke regarding the California Clean Alternative Energy Initiative, a November ballot initiative.

4.0 REVIEW AND PRIORITIZE AGENDA ITEMS

5.0 CONSENT CALENDAR

No action was taken due to a lack of a quorum.

5.1 Approval Items

4.1.1 Action Minutes of April 6, 2006

5.2 Receive and File

5.2.1 State & Federal Legislative Matrix

6.0 ACTION ITEMS

6.1 AB 2176 – Local Mandate Reimbursement

Jacob Lieb, SCAG Staff, provided a report requesting support of this bill.

No action was taken due to a lack of a quorum.

6.2 AB 2296 – Closure of Solid Waste Landfills

Jacob Lieb, SCAG Staff, provided a report requesting support of this bill.

No action was taken due to a lack of quorum.

7.0 INFORMATION ITEMS

7.1 2007 South Coast Air Quality Management Plan Update

Jonathan Nadler, SCAG Staff provided an update on SCAG's input to the 2007 SCAQMD Plan.

7.2 Infrastructure Bond & Trailer Bill Summary and Presentation

Paul Bauer, SCAG Lobbyist, provided a status report on the Infrastructure Bond and Trailer Bill.

8.0 WATER POLICY TASK FORCE REPORT

The next Water Policy Task Force meeting is scheduled for June 8, 10 a.m. – 12:00 Noon at SCAG.

9.0 SOLID WASTE TASK FORCE REPORT

None

10.0 CHAIR'S REPORT

None

11.0 STAFF REPORT

None

12.0 FUTURE AGENDA ITEMS

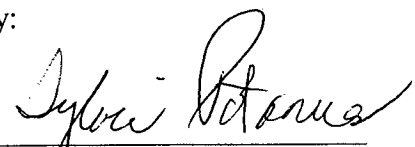
13.0 ANNOUNCEMENTS

Paul Marchand reported that on March 22, Cathedral City rolled out its conservation initiative.

13.0 ADJOURNMENT

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:28 a.m.

Action Minutes Approved
by:



Sylvia Patsaouras, Staff
Energy and Environment

000006

MEMO

DATE: July 6, 2006
TO: Energy and Environment Committee
FROM: Don Rhodes (x840)
SUBJECT: State & Federal Legislative Matrix

SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Energy, Environment, GovBondBills, Solid Waste, and Water.

Bill summaries include all known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process, including scheduled hearing dates where applicable.

Please feel free to contact me at (213)-236-1840 if you have any questions or wish to discuss any legislative bill or issue. Members of my staff are also available for your assistance; please contact Jeff Dunn at (213)-236-1880 if you have any further questions.

JSD/Doc#123461

000008

AB 578

AUTHOR: Horton S (R)
TITLE: Air Pollution: Smog Check: Repair Stations
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 06/07/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires the Department of Consumer Affairs to establish a system for reporting the quantities of emission reductions that each licensed smog check repair station has effectuated by the smog check repairs that have been performed on failing vehicles by that licensee during the report period and to make the information available to the public. Requires a system for recognizing the top performing facilities.

STATUS:

06/07/2006 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
 06/07/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

AB 1101

AUTHOR: Oropeza (D)
TITLE: Air Pollution: Diesel Magnet Sources
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 01/26/2006
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/20/2006 1:30 pm
SUMMARY:

Makes a facility that is a diesel magnet source subject to the Air Toxics Hot Spots Information and Assessment Act of 1987. Requires the State Air Resources Board to prepare and make available to the public a list of diesel magnet sources. Requires any facility for which an air quality district is preparing an industry wide emissions inventory or health risk assessment to provide to the district, certain information.

STATUS:

02/09/2006 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

CA AB 1231

AUTHOR: Horton J (D)
TITLE: Air Pollution
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 01/23/2006
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Requires air pollution control districts to submit specified reports to the State Air Resources Board, which would in turn be required to publish the reports on its Internet Web site. Requires the State board to notify the Legislature of the existence of the reports and to provide the Legislature with the specific location where the information can be addressed, viewed, downloaded or otherwise obtained.

STATUS:

02/02/2006 To SENATE Committee on ENVIRONMENTAL QUALITY.

CA AB 1430

AUTHOR: Goldberg (D)
TITLE: Air Contaminants
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 01/23/2006
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 06/19/2006

000005

SUMMARY:

Requires the Advisory Committee on Environmental Justice to review each updated methodology used by air pollution control districts and air quality management districts to calculate the value of credits issued for emission reductions for stationary, mobile, indirect, and areawide sources, including those issued under market-based incentives programs, when those credits are used interchangeable, with certain requirements.

STATUS:

02/02/2006

To SENATE Committee on ENVIRONMENTAL QUALITY.

Subject:

AirQuality

AB 1870

AUTHOR:

Lieber (D)

TITLE:

Air Pollution: Motor Vehicle Inspection, Maintenance

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/18/2006

LAST AMEND:

06/14/2006

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

06/20/2006 1:30 pm

SUMMARY:

Requires the Department of Consumer Affairs to incorporate a visible smoke test into the motor vehicle inspection program so that any visible smoke from the tailpipe or crankcase of a motor vehicle during an inspection would result in failure of the test. Excludes steam resulting from condensation from being considered smoke. Authorizes a motor vehicle owner who disputes the failure of the test to seek resolution of the matter by contacting the state designated referee. Requires a review of the program.

STATUS:

06/14/2006

From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

06/14/2006

In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

A AB 1901

AUTHOR:

Horton S (R)

TITLE:

Air Pollution: Truck Retrofit Revolving Loan Program

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/25/2006

LAST AMEND:

03/20/2006

DISPOSITION:

Pending

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Establishes the Truck Retrofit Revolving Loan Program to help finance, through direct loans, the retrofitting of trucks of large and small businesses with SmartWay Upgrade Kits that would be required to have specified emission control devices and may have other specified equipment. Creates the Truck Retrofit Revolving Loan Program to be used to provide loans for the program.

STATUS:

05/25/2006

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA AB 2015

AUTHOR:

Lieu (D)

TITLE:

South Coast Air Quality Management District: Members

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/10/2006

LAST AMEND:

06/13/2006

DISPOSITION:

Pending

COMMITTEE:

Senate Local Government Committee

HEARING:

06/21/2006 9:30 am

SUMMARY:

Increases the number of members on the South Coast Air Quality Management District Board to include one new member appointed by the mayor of the City of Los Angeles from members of the city council. Adds the cities of Calabasas and Malibu to and excludes Los Angeles from the list of cities included in the western region of the County of Los Angeles. Authorizes the selection committees of the western and eastern regions of said county to meet to alter the list of cities.

STATUS:

06/13/2006

From SENATE Committee on LOCAL GOVERNMENT with author's amendments.

06/13/2006

In SENATE. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

AB 2501

AUTHOR: Lieu (D)
TITLE: Aircraft Emissions: Santa Monica Airport
INTRODUCED: 02/23/2006
LAST AMEND: 04/17/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Requires the Santa Monica Airport to monitor and record the engine type and operation times of the landing and takeoff operation cycles of all aircraft for one year and make this data available to the public.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

AB 2647

AUTHOR: Oropeza (D)
TITLE: Vehicular Air Pollution: Truck Retrofit Assistance
INTRODUCED: 02/24/2006
LAST AMEND: 05/26/2006
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Establishes the Truck Retrofit Assistance Program as part of the Capitol Access Loan Program to help finance the purchase and installation of truck cab and parking space electrification technologies and SmartWay Upgrade Kits. Requires that the Pollution Control Financing Authority establish loss reserve accounts from which loan defaults would be recovered.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

CA AB 2823

AUTHOR: Ruskin (D)
TITLE: Air Pollution: District Compliance Programs
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 06/12/2006
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Extends the air monitoring permit compliance program to any air quality management district with a specified population. Requires those district, for any notice of violation of specified nuisance laws and regulations, to post a copy of the notice on the district's Web site, to notify other appropriate governmental entities and local entities of the violation, to place a notice in a newspaper, and to post a laminated notice on each side of the violating facility.

STATUS:

06/12/2006

From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.

06/12/2006

In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

CA AB 2824

AUTHOR: Ruskin (D)
TITLE: Air Pollution: Air Toxics Emissions Inventory
INTRODUCED: 02/24/2006
LAST AMEND: 04/18/2006
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Requires the State Air Resources Board to make the Internet Web site created by the board to be more user-friendly and accessible to the general public. Requires the air districts to submit to the state board specified updated air toxics emissions inventory data.

STATUS:

06/08/2006

To SENATE Committee on ENVIRONMENTAL QUALITY.

CA AB 2825

AUTHOR: Ruskin (D)
TITLE: Schoolsites: Hazardous Emissions and Substances
FISCAL COMMITTEE: yes

Position: SCAG-Opp 06/02/2005
Subject: AirQuality, LandUse

SB 250

AUTHOR: Campbell (R)
TITLE: Hydrogen Fuel Standards
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 06/21/2005
DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee
SUMMARY:

Adds hydrogen fuels to provisions of existing law for use in internal combustion engines and fuel cells in motor vehicles. Requires the Department Food and Agriculture to initially establish specifications for hydrogen fuels and fuel cells for these purposes, until a standards development organization accredited by the American National Standards Institute (ANSI) adopts standards. Requires the department then adopt the latest standards established by the ANSI standards development organization.

STATUS:

07/05/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.

Position: CALCOG-Sup
Subject: AirQuality, Energy, Transport

CA SB 459

AUTHOR: Romero (D)
TITLE: Air Pollution: South Coast District: Locomotives
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/12/2005
DISPOSITION: Pending
LOCATION: Assembly Second Reading File
SUMMARY:

Authorizes the South Coast Air Quality Management District to adopt a locomotive emission impact mitigation fee to be imposed on railroad companies that operate in whole or in part within the Counties of Los Angeles, Orange, Riverside, or San Bernardino, if specified requirements are met. Authorizes the district to expend revenues derived from the mitigation fee in a manner that directly reduces air contaminants or reduces the public health risks.

STATUS:

06/12/2006 From ASSEMBLY Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS.

Subject: AirQuality, Transport

CA SB 757

AUTHOR: Kehoe (D)
TITLE: Oil Conservation, Efficiency and Alternative Fuels Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 02/27/2006
DISPOSITION: Pending
LOCATION: Assembly Utilities and Commerce Committee
SUMMARY:

Enacts the Oil Conservation, Efficiency and Alternative Fuels Act. Requires state agencies to take the state's transportation energy goals into account in adopting rules and regulations. Requires a report assessing specified violations of air pollution, water pollution, and hazardous waste regulations by each oil refinery and the disposition of the violations. Requires Cal-EPA to submit an assessment of the transportation energy conservation, efficiency and any alternative fuel policies that are adopted.

STATUS:

06/12/2006 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on UTILITIES AND COMMERCE.

Subject: AirQuality

CA SB 764

AUTHOR: Lowenthal (D)
TITLE: Air Resources: South Coast Air District: Ports
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005

LAST AMEND: 06/12/2006
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 06/19/2006 1:30 pm
SUMMARY:

Requires the Port of Los Angeles and the Port of Long Beach to develop a baseline for air quality for their respective ports, in consultation with specified agencies. Requires the air quality baseline to be based on the level of emissions from specified sources. Requires each port to hold public hearings on the baseline data and discuss potential mitigation and control measures to reduce emissions from sources at the port. Authorizes a fine for exceeding emissions.

STATUS:

06/12/2006 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
06/12/2006 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
06/12/2006 In ASSEMBLY Committee on TRANSPORTATION: Not heard.
Subject: AirQuality, Transport

A SB 1252

AUTHOR: Florez (D)
TITLE: Air Pollution: Penalties: Particulate Matter
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/08/2006
LAST AMEND: 04/25/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Permits the Air Resources Board or any air pollution control or air quality management district to impose, in addition to any other civil and criminal penalties, a civil penalty per violation for any discharge of specified particulate matter in violation of state or federal ambient air quality standards or rule, regulation, standard, or order adopted by the board or a district, or a permit issued by the board or a district. Provides for an increase in the penalty after a specified date.

STATUS:

05/30/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

A SB 1829

AUTHOR: Lowenthal (D)
TITLE: Marine Terminals: Air Emissions
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 04/25/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires each marine terminal to operate in a manner that does not cause trucks to idle or queue for than a specified period while waiting to enter the terminal or for more than that same period per transaction from the first point of entry into the terminal until the time the truck has passed through the final exit gate. Provides for a fine for a violation or for trying to circumvent these requirements. Provides that it is not a violation if the wait is due to specified events.

STATUS:

05/25/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

US S 131

SPONSOR: Inhofe (R)
TITLE: Air Pollution
INTRODUCED: 01/24/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

A bill to amend the Clean Air Act to reduce air pollution through expansion of cap and trade programs, to provide an alternative regulatory classification for units subject to the cap and trade program.

STATUS:

03/09/2005 In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS:
Consideration and mark-up session held.

AB 1165 **AUTHOR:** Bogh (R)
TITLE: Energy Agency Reorganization
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 08/31/2005
DISPOSITION: Pending - Carryover
LOCATION: Senate Energy, Utilities and Communications Committee
SUMMARY:
Abolishes the Energy Resources and Conservation Commission, the Consumer Power and Conservation Financing Authority and the Electricity Oversight Board. Creates the Department of Energy, the Energy Commission and the Office of Energy Market Oversight within the department. Provides for the powers, duties and responsibilities of the new organizations.
STATUS:
01/05/2006 Withdrawn from SENATE Committee on RULES.
01/05/2006 Re-referred to SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.

AB 1362 **AUTHOR:** Levine (D)
TITLE: Renewable Portfolio Standard Program
INTRODUCED: 02/22/2005
LAST AMEND: 07/12/2005
DISPOSITION: Pending - Carryover
FILE: A-15
LOCATION: Senate Inactive File
SUMMARY:
Revises and recasts intent language in the Renewable Energy Resources Program so that the amount of electricity generated per year from renewable energy resources is increased to an amount that equals at least 20% of the total electricity generated for consumption in the state by 2010. Restates the target of the renewables portfolio standard to increase the amount of electricity procured from eligible renewable energy resources, so it equals 20% of the electricity sold at retail in the per year by 2010.
STATUS:
08/29/2005 In SENATE. To Inactive File.
Subject: Energy

AB 2104 **AUTHOR:** Lieber (D)
TITLE: Energy: Alternate Rates for Energy Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2006
LAST AMEND: 05/30/2006
DISPOSITION: Pending
COMMITTEE: Senate Energy, Utilities and Communications Committee
HEARING: 06/20/2006 9:00 am
SUMMARY:
Requires the Public Utilities Commission to improve the Alternate Rates for Energy application process for tenants of a mobilehome park, apartment building, or similar residential complex receiving electric or gas service from a master-meter customer by developing processes whereby electrical and gas corporations are able to directly accept applications from tenants Requires the commission to require such corporations to provide each master-meter customer with a list of tenants who receive a discount.
STATUS:
05/31/2006 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

CA AB 2321 **AUTHOR:** Canciamilla (D)
TITLE: Energy: Governor's Green Action Team
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2006
LAST AMEND: 05/03/2006
DISPOSITION: Pending
COMMITTEE: Senate Energy, Utilities and Communications Committee
HEARING: 06/20/2006 9:00 am
SUMMARY:
Establishes the Governor's Green Action Team. Specifies a primary mission of overseeing and directing

progress towards reducing electricity purchases for state-owned buildings and to achieve comparable reductions in electricity purchases for other entities of state government, for local government, for schools and for commercial buildings.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

AB 2390

AUTHOR: Assembly Utilities and Commerce Committee
TITLE: Public Utilities Commission: Rehearings
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 05/02/2006
DISPOSITION: Pending
LOCATION: Senate Second Reading File
SUMMARY:

Requires the Public Utilities Commission to notify the parties of the issuance of an order or decision by mail or electronic transmission. Requires the commission to adopt rules to implement this provision. Revises the definition of date of issuance to mean the mailing or electronic transmission date that is stamped on the official version of the order or decision. Specifies that the issuance of a decision or the granting of an application is to be construed to have occurred on issuance.

STATUS:

06/13/2006

From SENATE Committee on JUDICIARY: Do pass as amended to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.

SB 1

AUTHOR: Murray (D)
TITLE: Electricity: Solar Energy: Net Metering
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
LAST AMEND: 06/08/2006
DISPOSITION: Pending
FILE: 22
LOCATION: Assembly Third Reading File
SUMMARY:

Requires a seller of production homes to offer the option of a solar energy system to all customers negotiating the purchase of such home and to disclose certain information. Allows a bypass of this requirement for the installation of a solar energy system in such homes. Requires the Public Utilities Commission on implementing the State Solar Initiative to award monetary incentives for eligible systems, to adopt a performance-based program including energy efficiency improvements. Relates to contractors.

STATUS:

06/08/2006

In ASSEMBLY. Read third time and amended. To third reading.
Subject: Environment

CA SB 107

AUTHOR: Simitian (D)
TITLE: Renewable Energy
INTRODUCED: 01/20/2005
LAST AMEND: 08/30/2005
DISPOSITION: Pending - Carryover
FILE: 20
LOCATION: Assembly Third Reading File
SUMMARY:

Revises and recasts language so the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 20% of the total electricity sold to retail customers per year by December 31, 2010. Provides an exemption. Requires the Energy Commission to develop mechanisms for renewable energy credits and to include an assessment of increasing electricity from renewable resources in its energy report. Relates to payments to out of state facilities.

STATUS:

08/31/2005

In ASSEMBLY. Read second time. To third reading.
Subject: Energy

CA SB 426

AUTHOR: Simitian (D)
TITLE: Energy Resources Conservation Liquefied Natural Gas
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2005

LAST AMEND: 08/31/2005
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the Energy Resources Conservation and Development Commission to make a liquefied natural gas (LNG) needs assessment study to assess demand and supply for natural gas and alternatives thereto to meet energy demands and to determine the number of LNG terminals needed to meet the projected natural gas demand; requires, with respect to any LNG terminal that requires a certificate of public convenience and necessity, no certificate be issued unless the terminal has obtained a permit; requires hearings.

STATUS:

01/12/2006

In SENATE. Ordered returned to ASSEMBLY. *****To ASSEMBLY.

Subject:

Energy, Transport

SB 1048

AUTHOR:

Machado (D)

TITLE:

Electrical Restructuring: Distributed Energy Resources

INTRODUCED:

02/22/2005

LAST AMEND:

04/14/2005

DISPOSITION:

Pending - Carryover

LOCATION:

ASSEMBLY

SUMMARY:

States the intent of the Legislature to develop distributed generation projects for generating electricity utilizing natural gas produced in association with oil production in the state, and that these projects reduce air pollution, economically benefit electricity consumers, and provide economic benefits for the owners of facilities for the generation of electricity.

STATUS:

05/09/2005

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

Subject:

AirQuality, Energy

A SB 1505

AUTHOR:

Lowenthal (D)

TITLE:

Fuel: Hydrogen Alternative Fuel

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2006

LAST AMEND:

05/26/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Declares the legislature's intent that, when the state hydrogen highway blueprint plan is implemented, it be done so in a clean and environmentally responsible and advantageous manner. Requires the state Air Resources Board to adopt regulations that will ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas, criteria air pollutant and toxic air contaminant emissions.

STATUS:

06/12/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA SB 1539

AUTHOR:

Kehoe (D)

TITLE:

San Diego Association of Governments Energy Group

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2006

LAST AMEND:

04/18/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

States the intent of the Legislature that regional planning and implementation of energy-related policy by the SANDAG Energy Working Group, or a coalition of entities in the San Diego region, or both, should occur and that the development and implementation of energy management plans to advise local governments in the effective implementation of renewable energy projects, green building options, and energy efficiency should occur.

STATUS:

05/18/2006

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

CA SB 1554

AUTHOR:

Bowen (D)

TITLE:

Local Public Utilities: Cost Responsibility Surcharge

FISCAL COMMITTEE:

yes

URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 05/15/2006
DISPOSITION: Pending
LOCATION: Assembly Utilities and Commerce Committee
SUMMARY:

Prohibits the Public Utilities Commission from imposing a cost responsibility surcharge on a customer of a local publicly owned electric utility if the customer's service location has not previously received service from an electrical corporation. Authorizes the commission to adopt a procedure to determine whether a generation-related charge other than a cost responsibility surcharge may be imposed on a customer of a local public owned electric utility.

STATUS:

06/12/2006

To ASSEMBLY Committee on UTILITIES AND COMMERCE.

SB 1705

AUTHOR: Ashburn (R)
TITLE: California Environmental Quality Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 04/05/2006
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Relates to the California Environmental Quality Act. Authorizes a lead agency to adopt a negative declaration or mitigated negative declaration for a proposed project to upgrade, replace or modify an energy infrastructure that is undertaken along an existing energy corridor, or utility right of way, returns the habitat on the energy corridor or right-of-way to preexisting conditions or enhances the habitat environment, and the project proponent posts an amount sufficient to cover habitat restoration.

STATUS:

04/06/2006

Withdrawn from SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.

04/06/2006

Re-referred to SENATE Committee on ENVIRONMENTAL QUALITY.

SB 1833

AUTHOR: Kehoe (D)
TITLE: Electrical Restructuring: Energy Prices
INTRODUCED: 02/24/2006
LAST AMEND: 04/18/2006
DISPOSITION: Pending
FILE: A-5
LOCATION: Senate Inactive File
SUMMARY:

Relates to electrical restructuring. States the intent of the Legislature to review, and to enact legislation relative to requirements in existing law for how the Public Utilities Commission is to determine the energy prices paid to qualifying facilities by an electrical corporation.

STATUS:

05/11/2006

In SENATE. To Inactive File.

AB 127	AUTHOR:	Nunez (D)
	TITLE:	Education Facilities: Kindergarten-University Bond Act
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	yes
	INTRODUCED:	01/13/2005
	ENACTED:	05/20/2006
	DISPOSITION:	Enacted
	LOCATION:	Chaptered
	CHAPTER:	35
	SUMMARY:	
		Enacts the Kindergarten-University Public Education Facilities Bond Act of 2006. Authorizes a specified amount in state general obligation bonds to provide aid to school districts, county superintendents of schools, county boards of education, the California Community Colleges, the University of California, the Hastings College of the Law, and the California State University to construct and modernize education facilities.
	STATUS:	
	05/20/2006	Signed by GOVERNOR.
	05/20/2006	Chaptered by Secretary of State. Chapter No. 35

A AB 140	AUTHOR:	Nunez (D)
	TITLE:	Disaster Preparedness and Flood Prevention Bonds
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	yes
	INTRODUCED:	01/13/2005
	ENACTED:	05/19/2006
	DISPOSITION:	Enacted
	LOCATION:	Chaptered
	CHAPTER:	33
	SUMMARY:	
		Enacts the Disaster Preparedness and Flood Prevention Bond Act of 2006. Authorizes the issuance of a specified amount of bonds for the purposes of financing disaster preparedness and flood prevention projects.
	STATUS:	
	05/19/2006	Signed by GOVERNOR.
	05/19/2006	Chaptered by Secretary of State. Chapter No. 33

CA AB 142	AUTHOR:	Nunez (D)
	TITLE:	Flood Control: Levee Repair and Flood Control
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	yes
	INTRODUCED:	01/13/2005
	ENACTED:	05/19/2006
	DISPOSITION:	Enacted
	LOCATION:	Chaptered
	CHAPTER:	34
	SUMMARY:	
		Appropriates a specified amount of funds to the Department of Water Resources for levee evaluation and repair, and related work, and flood control system improvements. Requires that the levee repairs for those critical levee erosion sites identified under a specified Governor's executive order be made with funds appropriated.
	STATUS:	
	05/19/2006	Signed by GOVERNOR.
	05/19/2006	Chaptered by Secretary of State. Chapter No. 34

CA AB 1039	AUTHOR:	Nunez (D)
	TITLE:	Government: Environment: Bonds: Transportation
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/22/2005
	ENACTED:	05/19/2006
	DISPOSITION:	Enacted
	LOCATION:	Chaptered
	CHAPTER:	31
	SUMMARY:	

Exempts specified levee, highway and bridge retrofit projects from the California Environmental Quality Act. Provides for a master environmental impact report for a plan adopted by the Department of Transportation for improvements to segments of Highway 99 funded by specified bond funds. Consents the jurisdiction of federal courts to the surface transportation project delivery pilot program. Provides for a consolidated permit or approval for urgent levee repairs funded by specified bond funds.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 31

AB 1467

AUTHOR: Nunez (D)
TITLE: Transportation Projects: Facilities: Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 32
SUMMARY:

Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Authorizes regional transportation agencies to apply to develop and operate high-occupancy toll lanes. Limits the number of such projects.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 32

A SB 837

AUTHOR: Dutton (R)
TITLE: Alternative Protest Pilot Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 09/22/2005
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 272
SUMMARY:

Amends the Alternative Protest Pilot Project in connection with state agency acquisition of goods and services, including the acquisition of information technology goods and services. Deletes the repeal date and minimum contract attainment provisions required of the pilot project. Renames the project as the Alternative Protest Process. Requires the department to submit a report and recommendations regarding the process.

STATUS:

09/22/2005

Signed by GOVERNOR.

09/22/2005

Chaptered by Secretary of State. Chapter No. 272

CA SB 1266

AUTHOR: Perata (D)
TITLE: Highway Safety, Traffic Reduction, Air Quality
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/09/2006
ENACTED: 05/16/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 25
SUMMARY:

Enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Authorizes a specified amount of general obligation bonds for transportation corridor improvements, trade infrastructure and port security projects, schoolbus retrofit, transportation improvements, transit and rail improvements, state-local transportation projects, transit security, local bridge retrofit, highway-railroad grade and crossing projects, highway rehabilitation, local street and road improvements.

STATUS:

05/16/2006

Signed by GOVERNOR.

05/16/2006

Chaptered by Secretary of State. Chapter No. 25

SB 1689

AUTHOR: Perata (D)
TITLE: Housing and Emergency Shelter Trust Fund Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 02/24/2006
ENACTED: 05/17/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 27

SUMMARY:

Enacts the Housing and Emergency Shelter Trust Fund Act of 2006. Authorizes the issuance of a specified amount of general obligation funds of which the proceeds will be used to finance various existing housing program, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes the Transit-Oriented Development Implementation Program to receive funding from the proceeds of the bond act.

STATUS:

05/17/2006 Signed by GOVERNOR.
05/17/2006 Chaptered by Secretary of State. Chapter No. 27

A SCA 7

AUTHOR: Torlakson (D)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
ADOPTED: 05/09/2006
DISPOSITION: Adopted
LOCATION: Chaptered
CHAPTER: 49

SUMMARY:

Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

STATUS:

05/09/2006 Chaptered by Secretary of State.
05/09/2006 Resolution Chapter No. 49

AB 1333

AUTHOR: Frommer (D)
TITLE: Grease Waste Haulers
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 04/27/2006
DISPOSITION: Pending
FILE: 60
LOCATION: Senate Third Reading File
SUMMARY:

Prohibits a grease waste hauler from removing grease from a greasetrap or interceptor unless the hauler removes all grease, grease liquid, water, and solids from the trap or interceptor each time of removal. Subjects a hauler to a civil penalty for a violation. Allows for the enforcement of these provisions only against a grease waste hauling company. Provides distribution of civil penalties. Makes it an offense for a hauler to reinsert or to improperly deposit grease in specified ways. Provides exceptions.

STATUS:

05/01/2006

In SENATE. Read second time. To third reading.

AB 1992

AUTHOR: Canciamilla (D)
TITLE: Solid Waste: Dumping
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2006
LAST AMEND: 06/01/2006
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 06/19/2006
SUMMARY:

Provides that the placing, depositing, dumping, of solid waste or overflow, sewage, sludge, cesspool or septic tank effluent, or accumulation of human excreta, or garbage on private property, without the owner's consent, is a misdemeanor. Prohibits placing, depositing, or dumping of solid waste upon private property by the owner or person authorized by the owner, from creating a nuisance. Increases the mandatory fine for the first conviction of such prohibition. Provides a reward for reporting such actions.

STATUS:

06/01/2006

From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.

06/01/2006

In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

CA AB 2118

AUTHOR: Matthews (D)
TITLE: Solid Waste
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2006
LAST AMEND: 05/03/2006
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Defines the terms composting operation and composting facility for purposes of the Integrated Waste Management Act. Provides that it is not to be interpreted as authorizing the State Integrated Waste Management Board or enforcement agencies to establish or permit terms and conditions over aspects of conversion technology processes that are within the jurisdiction of specified state and local agencies. Provides that the intent of the bill is to develop a definition for conversion technology.

STATUS:

05/25/2006

To SENATE Committee on ENVIRONMENTAL QUALITY.

CA AB 2147

AUTHOR: Harman (R)
TITLE: Solid Waste: Compostable Plastic Food Containers
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2006
DISPOSITION: Pending

COMMITTEE: Senate Environmental Quality Committee

HEARING: 06/19/2006

SUMMARY:

Prohibits a person from selling a compostable plastic food or beverage container that is labeled as biodegradable, compostable or similarly described unless the container meets a current ASTM standard specification for the term used on the label.

STATUS:

05/04/2006

To SENATE Committee on ENVIRONMENTAL QUALITY.

B 2206

AUTHOR: Montanez (D)

TITLE: Recycling: Multifamily Dwellings.

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/22/2006

LAST AMEND: 03/27/2006

DISPOSITION: Pending

COMMITTEE: Senate Environmental Quality Committee

HEARING: 06/19/2006

SUMMARY:

Requires local jurisdictions to report on the progress made in the diversion and recycling of waste material at multifamily dwellings in their annual report to add an additional factor related to diversion and recycling of solid waste from multifamily dwellings that the Integrated Waste Management Board would be required to consider in determining the appropriateness of imposing penalties on a local jurisdiction. Requires the board to make available model ordinances for solid waste reduction.

STATUS:

05/18/2006

To SENATE Committee on ENVIRONMENTAL QUALITY.

AB 2896

AUTHOR: Karnette (D)

TITLE: Commercial Transportation Development Council

INTRODUCED: 02/24/2006

DISPOSITION: Pending

LOCATION: SENATE

SUMMARY:

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

STATUS:

05/31/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.

AB 3001

AUTHOR: Pavley (D)

TITLE: Electronic Waste: Personal Computers

INTRODUCED: 02/24/2006

LAST AMEND: 04/17/2006

DISPOSITION: Pending

LOCATION: Assembly Appropriations Committee

SUMMARY:

Relates to electronic waste. Provides that a covered electronic device also includes a personal computer. Requires a retailer to collect of fee from the consumer at the time of the retail sale of the personal computer.

STATUS:

05/25/2006

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

SA SB 369

AUTHOR: Simitian (D)

TITLE: Solid Waster: Tire Recycling

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/17/2005

LAST AMEND: 01/19/2006

DISPOSITION: Pending

COMMITTEE: Assembly Natural Resources Committee

HEARING: 06/26/2006 1:30 pm

SUMMARY:

923

Relates to existing law that authorizes the Integrated Waste Management Board to implement a program to award grants to cities, counties, districts, and other local governmental agencies for the funding of public works projects that use rubberized asphalt concrete. Provides for recommencement of the grant program. Provides for a new inoperative and repeal date.

STATUS:

02/16/2006

To ASSEMBLY Committee on NATURAL RESOURCES.

B 928

AUTHOR:

Perata (D)

TITLE:

Public Resources: Solid Waste

INTRODUCED:

02/22/2005

LAST AMEND:

05/02/2005

DISPOSITION:

Pending - Carryover

LOCATION:

Assembly Natural Resources Committee

SUMMARY:

Changes that percentage to an unspecified amount a city or county source reduction element to divert of all solid waste from landfill disposal of transformation through source reduction, recycling, and composting activities. Deletes the reference in existing law to the additional authority of the board to grant a time extension for diversion requirements.

STATUS:

06/09/2005

To ASSEMBLY Committee on NATURAL RESOURCES.

Subject:

SolidWaste

HR 879

SPONSOR:

Dingell (D)

TITLE:

Solid Waste Disposal Act

INTRODUCED:

02/17/2005

DISPOSITION:

Pending

LOCATION:

House Energy and Commerce Committee

SUMMARY:

Amends the Solid Waste Disposal Act to provide for secondary containment to prevent MTBE and petroleum contamination.

STATUS:

03/14/2005

In HOUSE Committee on ENERGY AND COMMERCE: Referred to Subcommittee on ENVIRONMENT AND HAZARDOUS MATERIALS.

AB 802

AUTHOR: Wolk (D)
TITLE: Land Use: Water Supply
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 06/07/2006
DISPOSITION: Pending
COMMITTEE: Senate Local Government Committee
HEARING: 06/21/2006 9:30 am
SUMMARY:

Requires the city and county general plan land use element to identify areas covered by the plan that are subject to flooding as identified in mapping prepared by the federal Emergency Management Agency or the Department of Water Resources. Requires the conservation of element of the general plan to identify rivers and other waters, flood corridors, riparian habitat, and land that may accommodate floodwaters. Requires the next revision of the housing and safety elements to identify flood hazard zones.

STATUS:

06/07/2006

From SENATE Committee on LOCAL GOVERNMENT with author's amendments.

06/07/2006

In SENATE. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

Subject:

Water

A AB 1839

AUTHOR: Laird (D)
TITLE: Water: Flood Protection and Clean, Safe Water Supply
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Enacts the Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010. Authorizes the issuance of bonds for the purposes of financing specified flood protection and water management programs, as scheduled.

STATUS:

01/10/2006

INTRODUCED.

CA AB 1877

AUTHOR: Nakanishi (R)
TITLE: Natural Community Conservation Plan
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/19/2006
LAST AMEND: 04/27/2006
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires the Department of Fish and Game to enter into a planning agreement with the state Reclamation Board to prepare a natural community conservation plan that encompasses the Sacramento and San Joaquin Drainage District, to provide comprehensive management and conservation of multiple wildlife species. Exempts from lake or streambed alteration agreement and notice provisions of existing law, a flood control or flood management activity identified in any implementation agreement for that plan.

STATUS:

05/25/2006

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA AB 2026

AUTHOR: Aghazarian (R)
TITLE: Flood Control
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/14/2006
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

025

Relates to flood control activities along the Sacramento and San Joaquin rivers, their tributaries and related areas. Requires the Reclamation Board in the Department of Water Resources to give highest

consideration to its mission to protect the health and safety of the public, and to give due consideration to fish and wildlife, recreation and environmental factors.

STATUS:

04/24/2006

In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.

AB 2396

AUTHOR: Calderon (D)
TITLE: Metropolitan Water Districts
INTRODUCED: 02/23/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY

SUMMARY:

Relates to the Metropolitan Water District Act. Amends the act to change the composition of the board of directors and to provide for the direct election of members of the board by voters residing in the service area of the district.

STATUS:

02/23/2006

INTRODUCED.

AB 2518

AUTHOR: Houston (R)
TITLE: Environmental Quality Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 03/27/2006
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Relates to the California Environmental Quality Act. Exempts from the act that action taken by a city or county housing and community development agency or a city or county housing finance agency as it relates to financial assistance or insurance for the development and construction of residential housing for persons and families of low or moderate income if that project is the subject of the application for financial assistance of insurance that will be reviewed pursuant to the act.

STATUS:

04/24/2006

In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.

SB 1166

AUTHOR: Aanestad (R)
TITLE: Flood Protection & Clean, Safe, Reliable Water Supply
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Natural Resources and Water Committee
SUMMARY:

Enacts the Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010. Authorizes the issuance and sale of bonds for the purposes of financing specified flood protection and water management programs. Imposes an annual water resources capacity charge on each retail water supplier in the state based on the number and types of water connections in its service area according to a prescribed schedule.

STATUS:

01/19/2006

To SENATE Committee on NATURAL RESOURCES AND WATER.

SB 1506

AUTHOR: Margett (R)
TITLE: Department of Water Resources: Water Projects: Energy
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 03/30/2006
DISPOSITION: Pending
COMMITTEE: Assembly Utilities and Commerce Committee
HEARING: 06/19/2006 3:00 pm
SUMMARY:

Exempts, for purposes of the State Water Project, certain contracts and agreements relating to the purchase and sale of electric power or natural gas entered into by the Department of Water Resources for those purposes. Exempts those contracts from specified state contracting law, if the department determines that the application of those contracting laws is detrimental to the purposes of the State Water Project.

STATUS:

06/08/2006

To ASSEMBLY Committees on UTILITIES AND COMMERCE and WATER, PARKS AND WILDLIFE.

SB 1557

AUTHOR: Ducheny (D)
TITLE: Coachella Valley Water District; Nonpotable Water
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 05/03/2006
DISPOSITION: Pending
LOCATION: Assembly Environmental Safety and Toxic Materials Committee
SUMMARY:

Prohibits a person or local public agency from using, within the Coachella Valley Water District's service area, water from any source that is suitable for potable domestic use for nonpotable uses if the board of directors of the district determines that suitable nonpotable water is available.

STATUS:

05/30/2006

To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

S HR 18

SPONSOR: Baca (D)
TITLE: Groundwater Remediation Program
INTRODUCED: 01/04/2005
LAST AMEND: 04/12/2005
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

To authorize the Secretary of the Interior, acting through the Bureau of Reclamation and in coordination with other Federal, State, and local government agencies, to participate in the funding and implementation of a balanced, long - term groundwater remediation program in California, and for other purposes.

STATUS:

04/13/2005

In SENATE. Read second time.

04/13/2005

To SENATE Committee on ENERGY AND NATURAL RESOURCES.

S HR 125

SPONSOR: Issa (R)
TITLE: Santa Margarita River
INTRODUCED: 01/04/2005
LAST AMEND: 12/13/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Authorizes the Secretary of the Interior to construct facilities to provide water for irrigation, municipal, domestic, military, and other uses from the Santa Margarita River, California, and for other purposes.

STATUS:

12/14/2005

In SENATE. Read second time.

12/14/2005

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

JS HR 135

SPONSOR: Linder (R)
TITLE: Comprehensive Water Strategy
INTRODUCED: 01/04/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Establishes the Twenty-First Century Water Commission to study and develop recommendations for a comprehensive water strategy to address future water needs.

STATUS:

04/13/2005

In SENATE. Read second time.

04/13/2005

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 186

SPONSOR: Pombo (R)
TITLE: Groundwater Remediation Program
INTRODUCED: 01/04/2005
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

Authorizes the Secretary of the Interior, acting through the Bureau of Reclamation and in coordination with other Federal, State, and local government agencies, to participate in the funding and implementation of a balanced, long - term groundwater remediation program in California, and for

other purposes.

STATUS:

03/15/2005

In SENATE. Read second time.

03/15/2005

To SENATE Committee on ENERGY AND NATURAL RESOURCES.

R 469

SPONSOR:

Kolbe (R)

TITLE:

Hydrogeologic Characterization

INTRODUCED:

02/01/2005

DISPOSITION:

Pending

LOCATION:

House Resources Committee

SUMMARY:

To authorize the Secretary of the Interior to cooperate with the States on the border with Mexico and other appropriate entities in conducting a hydrogeologic characterization, mapping, and modeling program for priority transboundary aquifers, and for other purposes.

STATUS:

02/01/2005

INTRODUCED.

02/01/2005

To HOUSE Committee on RESOURCES.

HR 624

SPONSOR:

Camp (R)

TITLE:

Federal Water Pollution Control Act

INTRODUCED:

02/08/2005

DISPOSITION:

Pending

LOCATION:

HOUSE

SUMMARY:

To amend the Federal Water Pollution Control Act to authorize appropriations for sewer overflow control grants.

STATUS:

07/13/2005

From HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE:
Reported.

HR 2864

SPONSOR:

Young D (R)

TITLE:

Conservation and Development of Water

INTRODUCED:

06/13/2005

LAST AMEND:

07/14/2005

DISPOSITION:

Pending

LOCATION:

SENATE

SUMMARY:

Provides for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.

STATUS:

07/18/2005

In SENATE. Read second time.

07/18/2005

In SENATE. Placed on SENATE Legislative Calendar.

HR 4560

SPONSOR:

Duncan (R)

TITLE:

Federal Water Pollution Control Act

INTRODUCED:

12/15/2005

DISPOSITION:

Pending

LOCATION:

Multiple Committees

SUMMARY:

Amends the Federal Water Pollution Control Act to authorize appropriations for State water pollution control revolving funds, and for other purposes.

STATUS:

01/03/2006

In HOUSE Committee on RESOURCES: Referred to Subcommittee on
FISHERIES AND OCEANS.

REPORT


DATE: July 6, 2006

TO: Energy and Environment Committee

FROM: Sheryll Del Rosario, Associate Regional Planner, (213) 236-1879
delrosar@scag.ca.gov

SUBJECT: Administration of SCAG's Clean Cities Coalition

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize SCAG's Executive Director or his designee to enter into a Memorandum of Understanding (MOU) with The Partnership to authorize The Partnership to continue as the administrator of the SCAG Clean Cities Coalition.

SUMMARY:

The Partnership is requesting the continuation of their current responsibilities as the administrator of the SCAG Clean Cities Coalition.

BACKGROUND:

Sponsored by the U.S. Department of Energy (DOE), the mission of the Clean Cities Coalition is to advance the economic, environmental, and energy security of the United States by supporting local decisions to adopt practices that contribute to reduced petroleum consumption in the transportation sector. Clean Cities carries out this mission through a network of more than 80 volunteer, community-based coalitions, which develop public/private partnerships to promote the use of alternative fuels and vehicles, expand the use of fuel blends, encourage the use of fuel economy practices, increase the acquisition of hybrid vehicles by fleets and consumers, and advance the use of idle reduction technologies in heavy-duty vehicles.

On January 11, 1996, the Southern California Association of Governments (SCAG) entered into an agreement with the DOE, which recognized SCAG as the lead agency implementing the Clean Cities Coalition in the Region. In 1999, SCAG assigned to The Partnership, an independent, non-profit organization, the responsibilities and commitments associated with managing the Clean Cities Coalition. On October 4, 2001, SCAG's Regional Council unanimously approved renewal of the Clean Cities Memorandum of Understanding (MOU) between SCAG and the DOE. On October 31, 2001, the DOE formally recognized The Partnership as the administrator of the SCAG Clean Cities Coalition. In February 17, 2006, DOE reaffirmed SCAG's designation as a member of the Clean Cities Coalition.

REPORT

relationships and endeavors that serve to accelerate the deployment and market acceptance of Advanced Transportation Technologies throughout Southern California. The Partnership reports annually to the Energy and Environment Committee.

FISCAL IMPACT:

The Partnership does not receive any SCAG funding. Work related to this item is included in the FY 2005-06/(06-025) and FY 2006-07/(07-025) Overall Work Program under Air Quality/Conformity.

ATTACHMENTS:

Letter from The Partnership.



The Partnership

21845 E. Copley Drive, Suite 1138, Diamond Bar, CA 91765
Phone: (909) 396-5757 Ext. 230 / Fax: (909) 396-5754
Email: joann@the-partnership.org
Web: www.the-partnership.org/ccities.htm



June 14, 2006

Southern California Association of Governments
818 7th St
Los Angeles, CA 90017

Subject: Administration of the Southern California Regional Clean Cities Coalition

To all interested parties:

Background:

On January 11, 1996 SCAG entered into an agreement with the Department of Energy. At that time, SCAG, working with The Partnership, was designated as a regional Clean Cities Coalition and became a member of the national Clean Cities program.

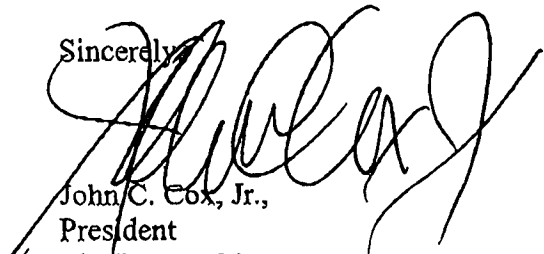
On October 4, 2001 SCAG's Regional Council unanimously approved the renewal of the Clean Cities Memorandum of Understanding between SCAG and the DOE. On October 31, 2001, the DOE recognized The Partnership as the administrator of the SCAG Clean Cities program and acknowledged that the financial management and reporting obligations are the responsibility of The Partnership and will remain in effect until otherwise stated.

On February 17, 2006 the Department of Energy confirmed our coalition status for another five years. Their approval letter congratulated the Coalition for ten successful years in the Clean Cities program and stated that they look forward to our continued support and participation.

The Partnership hereby requests that SCAG and its regional council consider and approve The Partnership's continued administration of the Clean Cities program.

Please contact JoAnn Armenta of my staff if you have additional questions at (909) 396-5757 or joann@the-partnership.org.

Sincerely,


John C. Cox, Jr.,
President
The Partnership

031



The Partnership

21845 E. Copley Drive, Suite 1138, Diamond Bar, CA 91765
Phone: (909) 396-5757 Ext. 230 / Fax: (909) 396-5754
Email: joann@the-partnership.org
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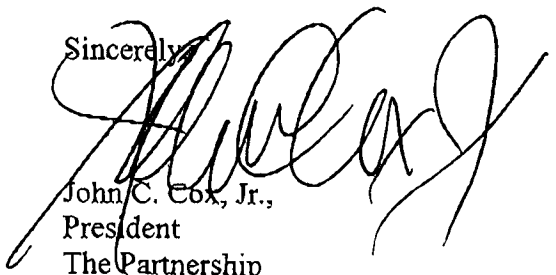
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The Partnership hereby requests that SCAG and its regional council consider and approve The Partnership's continued administration of the Clean Cities program.

Please contact JoAnn Armenta of my staff if you have additional questions at (909) 396-5757 or joann@the-partnership.org.

Sincerely,


John C. Cox, Jr.,
President
The Partnership

REPORT

DATE: July 6, 2006

TO: Energy and Environment Committee (EEC)

FROM: Jonathan Nadler, Air Quality Program Manager, 213.236.1884, nadler@scag.ca.gov
Jessica Kirchner, Associate Regional Planner, 213.236.1983, kirchner@scag.ca.gov

SUBJECT: Conformity Finding for the 2006 Regional Transportation Improvement Program (RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

Handwritten signature: Hans M. [unclear] for me

RECOMMENDED ACTION:

Recommend to the Regional Council to delegate authority to the Executive Committee to approve the conformity determination for the 2006 Regional Transportation Improvement Program (RTIP) and reaffirm the conformity determination for the 2004 Regional Transportation Plan (RTP).

SUMMARY:

The federal Clean Air Act (CAA) requires the Southern California Association of Governments (SCAG) to determine transportation air quality conformity for the 2006 Regional Transportation Improvement Program (RTIP). Specifically, section 42 U.S.C. 7506(c) requires transportation plans and programs to be consistent with (i.e. conform to) the air quality goals established by a state air quality implementation plan (SIP). The purpose of the state SIP is to meet the U.S. Environmental Protection Agency (EPA) standard for air quality.

According to the CAA, transportation plans and programs cannot:

- Create new violations of the federal air quality standards;
- Increase the frequency or severity of existing violations of the standards; or
- Delay attainment of the standards.

The five key tests used to determine transportation air quality conformity for the 2006 RTIP include:

- Consistency with the 2004 Regional Transportation Plan (RTP)
- Pass the regional emissions test
- Financial constraint
- Timely implementation of Transportation Control Measures (TCMs)
- Interagency consultation and public involvement

The Draft 2006 RTIP was released for a 30-day public review and comment period in mid June. Notice of the Draft 2006 RTIP was posted on SCAG's website and in several area newspapers. During the review period, a public hearing will be conducted at SCAG and SCAG's Transportation Conformity Working Group will serve as a forum for interagency consultation. In addition, the Draft 2006 RTIP will be distributed to over 45 libraries throughout the region.

BACKGROUND:

The effective date for the conformity determination for the 2004 RTP, including all of the air basins, is June 7, 2004. On October 4, 2004, the federal agencies approved funding and determined conformity for the 2004 RTIP. On March 30, 2006 a federal conformity determination for the 2004 RTP and the 2004 RTIP

REPORT

was issued for the South Coast Air Basin (SCAB), which is designated as non attainment for PM2.5. The federal funding approval of the 2004 RTIP will expire on October 4, 2006.

The 2006 RTIP includes over 1,900 projects and approximately \$19 billion in funds programmed for fiscal years 2006/2007 to 2011/2012. Development of the 2006 RTIP requires extensive coordination with the county transportation commissions and Imperial Valley Association of Governments. In August, after the close of the public comment period, staff will ask the Executive Committee to adopt the Final 2006 RTIP.

Attachment

Draft 2006 RTIP Executive Summary

FISCAL IMPACT:

The staff resources for determining air quality conformity for the 2004 RTIP are contained within the Fiscal Years 2005/06 and 2006/07 SCAG budgets.

Southern California Association of Governments

Draft
2006 Regional Transportation Improvement Program

Executive Summary Volume I of III

FY 2006/07 – 2011/12

June 2006



Mission Statement

Leadership

Vision

Progress

Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

Regional Council Members

OFFICERS

PRESIDENT: Yvonne B. Burke, Los Angeles County

FIRST VICE PRESIDENT: Gary Ovitt, San Bernardino County

SECOND VICE PRESIDENT: Richard Dixon, Lake Forest

IMMEDIATE PAST PRESIDENT: Toni Young, Port Hueneme

IMPERIAL COUNTY: Victor Carrillo, Imperial County • Jon Edney, El Centro

LOS ANGELES COUNTY: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Todd Campbell, Burbank • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • José Huizar, Los Angeles • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Paul Talbot, Alhambra • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

ORANGE COUNTY: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Marilyn Poe, Los Alamitos

RIVERSIDE COUNTY: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

SAN BERNARDINO COUNTY: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

VENTURA COUNTY: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

ORANGE COUNTY TRANSPORTATION AUTHORITY: Lou Correa, County of Orange

RIVERSIDE COUNTY TRANSPORTATION COMMISSION: Robin Lowe, Hemet

VENTURA COUNTY TRANSPORTATION COMMISSION: Keith Millhouse, Moorpark

05/09/06

DRAFT

2006

REGIONAL **T**RANSPORTATION **I**MPROVEMENT **P**ROGRAM

(FISCAL YEAR 2006/07-2011/12)

EXECUTIVE SUMMARY

(Volume I of III)

June 2006



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2006 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2006 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2006/07 – 2011/12. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004 and its subsequent amendments. The RTIP is developed to implement the programs and projects in the RTP.

2006 RTIP

The 2006 RTIP programs a total of \$19.3 billion for implementing transportation projects within the next six fiscal years (FY 2006/07 – 2011/12). All projects incorporated into the 2006 RTIP are consistent with the current RTP policies, programs, and projects.

The 2006 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for analysis. From this list, SCAG developed the 2006 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2006 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2006 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2006, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2006 RTIP is consistent with the 2006 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2006 STIP.

FEDERAL TRANSPORTATION FUNDING – SAFETEA-LU

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Actual target and programming levels for the 2006 RTIP and federal funding sources including the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the SAFETEA-LU legislation.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The 2006 RTIP for the SCAG Region is consistent with the 2006 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on September 29, 2005. The 2006 RTIP for the SCAG Region is also consistent with the 2006 STIP, as approved by the CTC on April 27, 2006. Accordingly, the 2006 STIP programming target for the SCAG Region over the five-year timeframe (FY2006/7 through FY2010/11) totals \$920 million. With the slight increase in expected revenues, the 2006 STIP reflects the scheduling of projects already programmed for delivery over the next three years to over the next five years.

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2006 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air

Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

TRANSPORTATION CONFORMITY

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements. The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCMs). Emissions budgets set an upper limit which transportation activities are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas") for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of the South Central Coast Air Basin (SCCAB) - The entire county is a non-attainment area for 8-hour ozone [2010].
- South Coast Air Basin (SCAB) - The entire basin is a non-attainment or maintenance area for the following pollutants: NO₂ [1995]; CO [2000]; PM₁₀ [2006]; and PM_{2.5} [2015]; 8-hour ozone [2021].
- Antelope Valley and Victor Valley portion of Mojave Desert Air Basin (MDAB) - Non-attainment areas for 8-hour Ozone [2010].
- San Bernardino County Portion of MDAB -
 - Searles Valley (situated in the NW part of the county) is non-attainment for PM₁₀ [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2000].

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- The Riverside County Portion of Salton Sea Air Basin (SSAB) - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].
- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.¹

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
Eight Hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

¹ With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

**SCAG Region
PM10 Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPs and Emission Budgets

The 2006 RTIP must conform to the applicable SIPs (emissions budgets and the TCMs). The March 1999 court ruling (*Sierra Club v. EPA*) required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

Emission Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets are established in the following SIPs:

1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

SIPs for the SCAB area: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- **SCAB** – PM2.5 non-attainment area
- **San Bernardino County (MDAB)** - PM10 non-attainment area
- **Searles Valley area (MDAB)** - PM10 non-attainment area
- **Imperial County (SSAB)** - PM10 and ozone non-attainment areas

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- **SCAB** - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP/SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)

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- **The Ventura County portion of SCCAB** - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the applicable 1-hour ozone SIP remain the same.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region.

SIP Status in Other Areas

- **Searles Valley Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.
- **San Bernardino County Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.
- **Imperial County Portion of SSAB (PM10)** - On October 9, 2003, the 9th U.S. District Court in Sierra Club v. EPA ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.
- **Imperial County Portion of SSAB (Ozone)** - The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

Conformity Analysis and Findings

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- Consistency with SCAG's RTP
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR, Section 93.113)

- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Summary of Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Technical Appendix, Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NO _x	Budget	21.400	21.400	21.400
	Plan	15.080	6.820	4.370

SOUTH COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.080	152.121	107.647	73.197
NO _x	Budget	464.000	352.000	352.000	352.000
	Plan	450.977	349.956	184.629	120.879

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.050	189.846	106.938	72.544
NO _x	Budget	549.000	549.000	549.000	549.000
	Plan	537.148	418.736	193.129	125.787
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	158.972	155.823	151.893	152.274

PM2.5 (Annual Emissions [tons/year])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	260,650	260,650	260,650
	Plan	152,839	70,492	45,912
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,417	4,639

* Base Year = 2002

PM2.5 (24-Hour Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	714.11	714.11	714.11
	Plan	418.74	193.13	125.79
PM2.5	Base Year*	13.27	13.27	13.27
	Plan	12.53	12.10	12.71

CO (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,817.970	863.514	530.35

NO₂ (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO ₂	Budget	686.000	686.000	686.000
	Plan	449.597	206.008	133.040

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WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO _x	Budget	52.100	52.100	52.100	52.100
	Plan	48.268	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	9.064	10.937	13.176
	Build	8.828	10.888	13.058

MOJAVE DESERT AIR BASIN - SEARLES VALLEY

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2013</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO _x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.933	9.325	9.717

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	No Build	7.22	5.62	5.72
	Build	7.22	5.60	5.67
NO _x	No Build	11.79	8.88	7.81
	Build	11.79	8.87	7.79

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	5.73	7.61	9.81
	Build	5.69	7.40	9.41

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP (policies, programs, and projects).

✓ **Regional Emissions Tests**

Finding: SCAG's 2006 RTIP regional emissions for PM2.5 are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO₂ SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM10 precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM10 are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

✓ **Financial Constraint Test**

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

FINANCIAL PLAN

The 2006 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e),

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SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first three years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first three years of the RTIP do not exceed expected revenues for the first three years of the RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint.

SCAG is also responsible for making the following determinations:

- ♦ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ♦ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of the FY 2006/7 State Budget could further impact the Fund Estimate, and the 2006 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the SAFETEA-LU legislation.

The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2006 RTIP contains projects and programs totaling approximately \$19.3 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total \$19.3 billion is from federal funds, 7.8 percent is from state funds, and 45.1 percent is from local funds.

Exhibit 1
Summary of 2006 RTIP by Funding Source
(in 000's)

	FEDERAL	STATE	LOCAL	TOTAL
2006/07	\$2,230,215	\$351,826	\$2,421,339	\$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,892,078	\$4,195,945
2009/10	1,618,523	70,556	1,865,230	3,354,309
2010/11	429,058	11,066	865,875	1,325,999
2011/12	41,619	215	187,557	229,391
TOTAL	\$9,923,214	1,219,284	9,128,289	\$19,270,787
% of Total	47.1%	7.8%	45.1%	100.0%

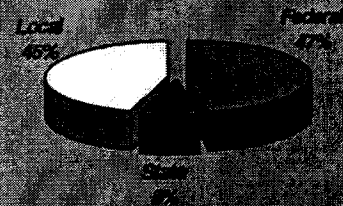


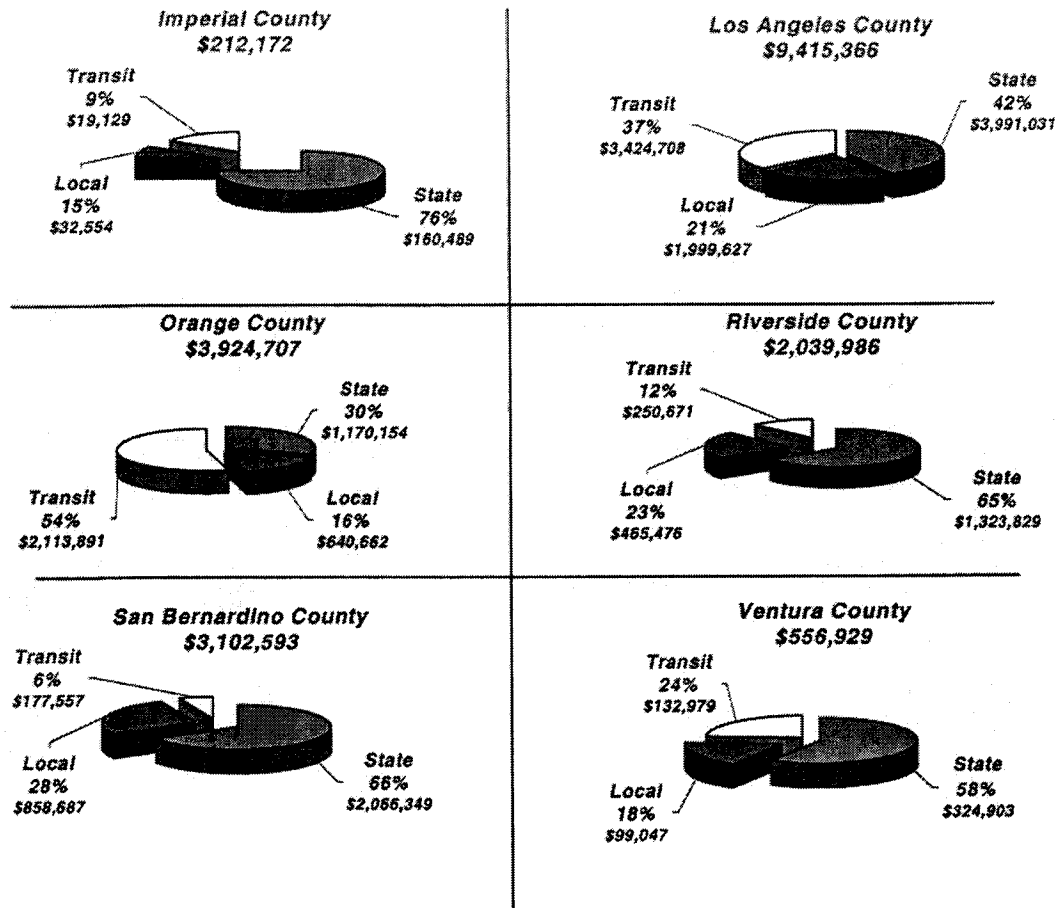
Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total \$19.3 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2006 RTIP).

Exhibit 2
Summary of 2006 RTIP by All Programs
(in 000's)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2006/07	\$1,914,681	1,248,173	1,840,326	\$5,003,180
2007/08	2,689,331	855,957	1,616,074	5,161,362
2008/09	2,056,061	829,703	1,310,181	\$4,195,945
2009/10	1,777,140	862,306	914,863	3,354,309
2010/11	509,287	409,382	407,920	1,325,999
2011/12	92,855	93,437	42,999	229,391
Total	\$9,039,465	4,098,958	6,132,363	\$19,270,787
% of Total	44.6%	16.7%	38.7%	100.0%



The six pie charts below summarize the funds programmed in the 2006 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2006 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

A public hearing on the 2006 RTIP is scheduled at the SCAG offices on June 29, 2006. The 2006 RTIP is available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region (library listing posted on SCAG website).



SOUTHERN CALIFORNIA



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REPORT

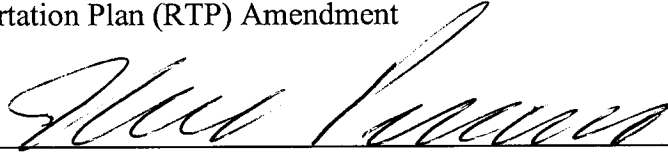
DATE: July 6, 2006

TO: Energy and Environment Committee

FROM: Jessica Kirchner, Associate Regional Planner, 213.236.1983, kirchner@scag.ca.gov

SUBJECT: Delegation of Authority to Executive Committee to approve the conformity determination for the 2004 Regional Transportation Plan (RTP) Amendment

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend to the Regional Council that it delegate authority to the Executive Committee to approve the conformity determination for the Final 2004 RTP Amendment.

SUMMARY:

Amending the 2004 RTP to include the sbX project requires modeling the proposed project, conducting a conformity determination (including emissions analysis, financial constraint and interagency consultation), preparing an addendum to the RTP Program Environmental Impact Report, circulating the amendment for public review and comment and responding to comments before final adoption.

At its June 1, 2006 meeting, the TCC approved the release of the Draft 2004 RTP Amendment for a 30-day public review and comment period. The close of the public comment period is July 7, 2006 with the final Amendment ready for adoption in August. However, the Regional Council and policy committees will not meet in August. Staff recommends that the Regional Council delegate authority to the SCAG Executive Committee to approve the air quality conformity determination for the RTP Amendment.

SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The only remaining component of the amendment process that must be addressed is the response to public comments received. Upon completion of the public review period, staff will provide a matrix of comments received to the Executive Committee.

BACKGROUND:

Omnitrans has requested that SCAG amend the 2004 RTP to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County. The sbX project is ready to advance to the project development phase, but will not receive approval to do so from the Federal Transit Administration until the project is included in the RTP. The sbX project is not currently included in the 2004 RTP. SCAG staff has determined that the RTP, if amended, would continue to meet the conformity requirements, including emissions analysis and financial constraint. The sbX project is included in the Draft 2006 RTP.

The Notice of Availability and the Draft Amendment document are available at major libraries across the region and also at the SCAG web page, www.scag.ca.gov, under "What's New". A public hearing is scheduled at SCAG on July 6, 2006 from 9 a.m. to 10 a.m. The public comment period closes at 5 p.m. July 7, 2006.

REPORT

FISCAL IMPACT:

Funds for air quality conformity analysis are included in the FY 05/06 and FY 06/07 Overall Work Program.

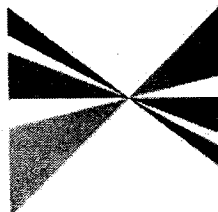
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**2004 REGIONAL TRANSPORTATION PLAN
AMENDMENT**

June 1, 2006

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and amended it once on February 2, 2006 (resolution #06-471-3). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21st Century (TEA-21).

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County.

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the RTP amendment are incorporated into this document.



PROJECT DESCRIPTION

The 2004 RTP Amendment will add a new Bus Rapid Transit (BRT) project called sbX, which stands for San Bernardino Express. BRT is designed to provide fast, high-quality bus service. It can operate in mixed traffic or in dedicated guide-ways, take advantage of signal priority at intersections, board and alight passengers through streamlined processes, and improve bus stop spacing at planned stations. The 2004 RTP calls for a region-wide BRT expansion, including additional service for Los Angeles County's Metro Rapid system and the implementation of new BRT systems in Orange and Riverside Counties. The addition of sbX will bring BRT to San Bernardino County.

sbX E Street Transit Corridor

The sbX project is a 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County. The project serves 16 stops along the E Street Transit Corridor, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The anticipated completion date for this project is 2010. The sbX is depicted in Figure 1.

Specifically, the Amendment adds the following text to Table 4.10 (page 108) of the 2004 RTP document:

Table 4.10

Transit Corridor Projects

<i>Project</i>	<i>Type</i>	<i>Implementation Schedule</i>	<i>County</i>
sbX E Street Transit Corridor	Bus Rapid Transit	2010	San Bernardino

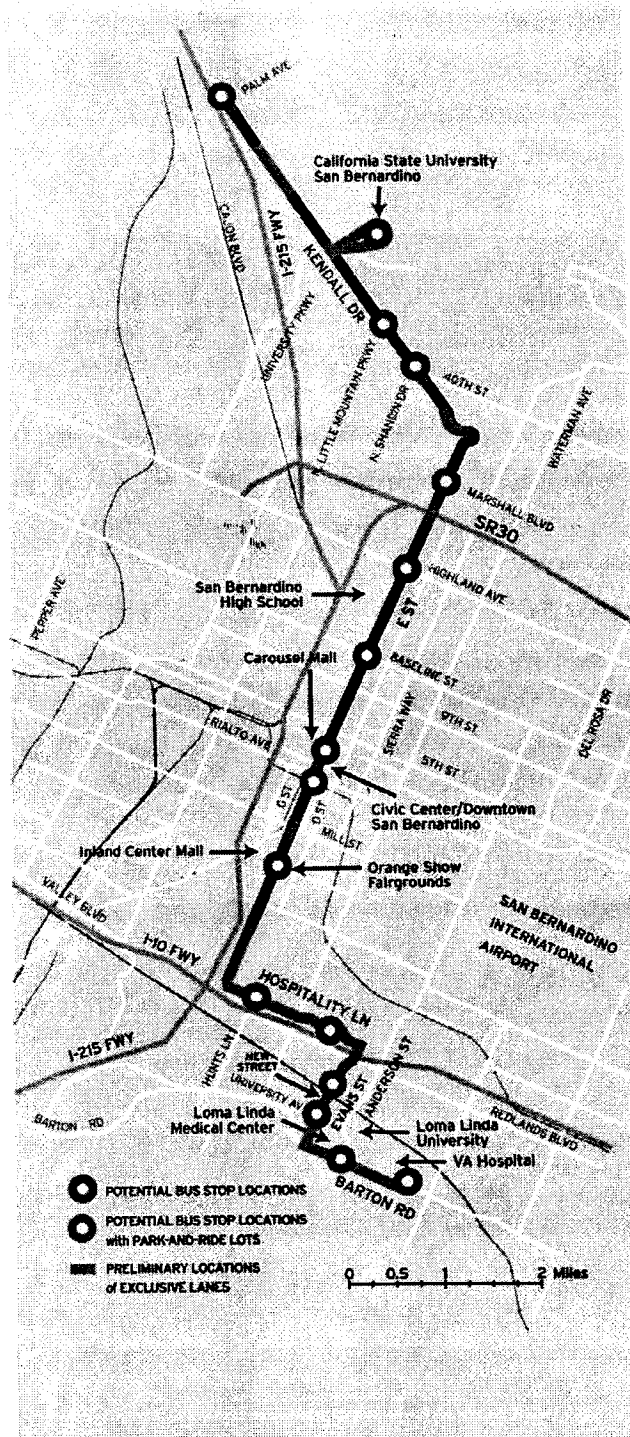
The Amendment further revises page I-173 of the 2004 RTP Technical Appendix I by adding the following text:

2004 RTP – Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding	Private/Other Funding	Completion Year	RTP
SB	Transit	sbX E Street Transit Corridor	San Bernardino	Loma Linda	Bus Rapid Transit	\$153,000,000		2010	4TR0603



Figure 1 – sbX E Street Transit Corridor



FISCAL IMPACT

The 2004 RTP Amendment includes the addition of the Omnitrans' E Street Transit Corridor bus rapid transit (BRT) project—also known as the San Bernardino Express (sbX). After reviewing funding considerations for this project, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained. The fiscal impact of the amendment is summarized below.

The sbX BRT service along the E Street Transit Corridor in the cities of San Bernardino and Loma Linda has a total capital cost of \$153 million (Long-term Locally Preferred Alternative) with an annualized operating cost of \$12.5 million.

In the 2004 RTP, SCAG included \$364 million for local transit service in San Bernardino County. This level of funding was set aside in anticipation of new rapid transit (BRT) projects as identified in Omnitrans' short-range plan for FY2004-FY2009. The following initial sources of funding have been identified to cover capital project costs:

- FTA Section 5309 – 50 percent (New Starts/Small Starts)
- FTA Section 5307 – 20 percent
- Measure I – 30 percent

It is anticipated that funding for operating costs would come from a combination of passenger fare revenues, Measure I, and Local Transportation Funds (LTF).

In order to become eligible for federal funds, Omnitrans is following the New Starts process, as prescribed by the Federal Transit Administration (FTA). Accordingly, detailed financial plan development efforts are underway—with more extensive evaluation of funding sources for the local match of federal funds.



CONFORMITY FINDINGS

Federal Requirements

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendment. Once the Regional Council approves the amendment, it will then be submitted to the federal agencies for the final conformity determination.

Sections 93.119(e) and 93.122(g) are the relevant parts of the Transportation Conformity rule for these amendments.

Conformity Status of Current RTIP and RTP

On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- South Coast Air Basin (SCAB – Ozone, CO, NO₂, and PM₁₀)
- San Bernardino County portion of the Mojave Desert Air Basin (MDAB – PM₁₀)
- Coachella Valley portion of the Salton Sea Air Basin (SSAB - PM₁₀)
- Imperial County portion of SSAB (Ozone and PM₁₀)

The federal conformity determination for the Ventura County portion of the South Central Coast Air Basin (ozone) and the Southeast Desert Modified ozone area was issued by the federal agencies on June 16, 2004 although the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins is June 7, 2004.

On October 4, 2004, the federal agencies approved funding and determined conformity of the 2004 RTIP. The federal funding approval of the 2004 RTIP will expire on October 4, 2006. The 2004 RTIP is based on the 2004 RTP and implements the projects and programs included in the fiscal years (2004/05 – 2009/2010) of the 2004 RTP.

On March 30, 2006 a federal conformity determination for the 2004 RTP was issued for the South Coast Air Basin which is designated as non attainment for PM_{2.5}.

Summary of the 2004 RTP Regional Emissions Analyses

The regional emissions analysis methodology for this amendment to the 2004 RTP uses two sets of calculations. For pollutants with emissions budgets the test used is the budget test. Only one pollutant in the SCAB (PM_{2.5}) does not currently have a budget. Until the budget is established, the less than base year test is used for analysis. A summary of the regional emissions analysis (conformity finding) is tabulated below.

The regional emissions analysis for the amendment was performed using SCAG's Regional Transportation Model used for the 2004 RTP and RTIP, and utilizes the planning, socioeconomic and model assumptions from the 2004 RTP and RTIP. The applicable conformity findings and detailed modeling assumptions can be found at:



<http://www.scag.ca.gov/rtp2004/2004draft/FinalPlan.htm>

and:

<http://www.scag.ca.gov/rtp/final04/SecII.pdf>

Conformity Findings

SCAG has completed its analysis of the proposed changes to the 2004 RTP. SCAG's findings for the approval of this amendment are as follows:

Overall

Statement of Fact: Inclusion of this amendment in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Finding: SCAG has determined that the 2004 RTP Amendment is consistent with all federal and state requirements and complies with the federal conformity regulations.

Regional Emissions Analysis – South Coast Air Basin (SCAB)

Finding: The 2004 RTP Amendment's regional emissions for Ozone precursors (NOx, ROG/VOC) are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP)

Finding: The 2004 RTP Amendment's regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for PM10 (particulate matter less than 10 microns in size) precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment's regional emissions for direct PM2.5 and NOx are less than the baseline year (2002) for the 24-hour and the annual standard in the SCAB.

Timely Implementation of TCMs

Finding: The 2004 RTP Amendment does not change funding and timely implementation of SCAB TCM projects. All SCAB TCM projects in the federally approved conforming 2004 RTP are given funding priority and are on schedule for implementation.

Fiscal Constraint Analysis

Finding: All projects listed in the 2004 RTP (including the proposed amendment) are financially constrained for all fiscal years. Fiscal constraint is analyzed in a separate section of this report.

Interagency Consultation and Public Involvement Analysis

Finding: SCAG has consulted with the respective transportation and air quality planning agencies. The proposed sbX E Street Corridor was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on February 28, 2006 and May 23, 2006. In addition, the proposed Amendment to the 2004 RTP will undergo the required consultation and public participation process. A 30 day public comment period announcement is expected to be posted on the SCAG website by Thursday, June 1, 2006.



Regional Emissions Analysis – South Coast Air Basin (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project is located within the SCAB; emissions changes in other air basins due to the proposed project are negligible and therefore are not included in this summary report.

OZONE – SUMMER (8HR)

<u>ROG</u>	<u>YR 2005</u>	<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	258.467	212.754	151.201	107.250	73.187
BUDGET	263.000	216.000	155.000	155.000	155.000
<u>NOx</u>	<u>YR 2005</u>	<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	542.271	453.459	349.166	184.312	120.859
BUDGET	546.000	464.000	352.000	352.000	352.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

CARBON MONOXIDE (CO) - WINTER

<u>CO</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	2,597.739	1,808.566	859.986	530.271
BUDGET	3,361.000	3,361.000	3,361.000	3,361.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

NITROGEN DIOXIDE (NO2) - WINTER

<u>NOx</u>	<u>YR 2005</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	613.664	448.688	205.652	133.040
BUDGET	686.000	686.000	686.000	686.000

Conformity finding requirement: RTP emissions must be equal to or less than budget



PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

	<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
<u>ROG</u>				
Amended 2004 RTP	245.350	188.885	106.482	72.544
BUDGET	251.000	251.000	251.000	251.000
<u>NOx</u>				
Amended 2004 RTP	534.144	417.857	192.763	125.758
BUDGET	549.000	549.000	549.000	549.000
<u>PM10</u>				
Amended 2004 RTP	165.927	163.355	161.520	163.923
BUDGET	166.000	166.000	166.000	166.000

Conformity finding requirement: RTP emissions must be equal to or less than budget

DIRECT PM2.5 EMISSIONS - 24-Hour

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP				
Exhaust	10.48	9.48	8.82	9.20
Tire Wear	0.83	0.89	0.99	1.08
Brake Wear	1.97	2.10	2.25	2.44
Total PM2.5 Exhaust	13.27	12.47	12.06	12.72
Base Year Emissions	13.27	13.27	13.27	13.27
Difference from Base Year	N/A	-0.80	-1.21	-0.55

Conformity finding requirement: RTP emissions must be equal to or less than base year

DIRECT PM2.5 EMISSIONS - Annual

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP				
Exhaust	3,825	3,460	3,219	3,358
Tire Wear	303	325	361	394
Brake Wear	719	767	821	891
Total PM2.5 Exhaust	4,844	4,552	4,402	4,643
Base Year Emissions	4,844	4,844	4,844	4,844
Difference from Base Year	N/A	-292	-442	-201

Conformity finding requirement: RTP emissions must be equal to or less than base year



OXIDES OF NITROGEN (NOx) - 24-Hour

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	715.34	417.86	192.76	125.76
Base Year Emissions	715.34	715.34	715.34	715.34
Difference from Base Year	N/A	-297.48	-522.58	-589.58

Conformity finding requirement: RTP emissions must be equal to or less than base year

OXIDES OF NITROGEN (NOx) - Annual

	<u>YR 2002</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
Amended 2004 RTP	261,099	152,518	70,359	45,902
Base Year Emissions	261,099	261,099	261,099	261,099
Difference from Base Year	N/A	-108,581	-190,741	-215,198

Conformity finding requirement: RTP emissions must be equal to or less than base year



ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Introduction

This document is an Addendum to the Final Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP or "Plan"), prepared and certified by the Southern California Association of Governments (SCAG) in April 2004 and as amended on February 2, 2006.

Omnitrans, a public transit agency providing bus service to parts of San Bernardino County, has requested that SCAG amend the 2004 RTP to include the E Street Transit Corridor project, a bus rapid transit (BRT) project called sbX (see Attachment A). The sbX project is located within the cities of San Bernardino and Loma Linda in San Bernardino County. This 2004 PEIR Addendum evaluates the potential environmental effects associated with including the sbX project in the 2004 RTP.

As the Lead Agency under the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) SCAG prepared a Final PEIR (SCH No. 2003061075) to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and urban form. The purpose of the PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 RTP PEIR, focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).¹ As such, the PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168, 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

¹ Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



Basis for Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

The conditions described in CEQA section 15162 subdivision (a) have not occurred. As described in the project description, the sbX project is a 16 mile Bus Rapid Transit (BRT) designed to facilitate movement within San Bernardino and Riverside Counties. The proposed inclusion of the sbX project does not require a major revision to the PEIR, as no new significant environmental effects have been identified, nor did the analysis identify a substantial increase in the severity of previously identified significant effects. Furthermore, the sbX does not represent a substantial change to the circumstances under which the project (i.e., the Plan) was undertaken. Although the sbX is not specifically included in the RTP, it is consistent with the goals and policies of the Plan and therefore does not represent a substantial change, as no new significant environmental effects have been identified. While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Purpose

This amendment to the 2004 RTP is requested to allow Omnitrans to move forward with the necessary environmental analysis as required by the Federal Transit Administration and under NEPA. The purpose of this Addendum is to evaluate the environmental effects of formally including the following project in the 2004 RTP:

sbX E Street Transit Corridor – The sbX E Street Transit Corridor 16-mile BRT project located in the cities of San Bernardino and Loma Linda in San Bernardino County.

Omnitrans is currently proposing to implement the Locally Preferred Alternative which consists of 16 stops, including California State University at San Bernardino in the north and Loma Linda University Medical Center and the VA Hospital in the south. The Locally Preferred Alternative generally follows Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane and south to Loma Linda. It runs through a variety of land uses including low-density residential to the north and more intense commercial development along E Street. The southern end of the corridor includes public, educational and medical facilities.

As currently proposed, the downtown portion along E Street would require the removal of some parking, but would not require taking a lane of traffic as in some other proposed alignments. The southern portion from the Hospitality Lane commercial area to the VA Hospital uses an elevated transitway that would be constructed as part of the project. The elevated transitway would extend over I-10 and connect to the Evans Street Corridor, which is included as a separate project in the 2004 RTP. The Locally Preferred Alternative is depicted in Figure 1. The project route is still subject to further refinements that will be done through project specific review and analysis. The anticipated completion date for this project is 2010.



The 2004 RTP includes hundreds of projects, and thus, one project represents a relatively minor modification to the entire Plan. The inclusion of the sbX E Street Transit Corridor is a refinement to the 2004 RTP based on a continuous need to improve and integrate transportation and land use planning in the region. Furthermore, this project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA and all other applicable regulations.

Although the proposed sbX E Street Transit Corridor was not identified in the 2004 RTP PEIR, the project is consistent with the scope, goals and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. The PEIR broadly discusses potential significant impacts at the programmatic level based on conceptual project plans and broadly defined transportation corridors. An evaluation of general corridors, proposed alignments and programs is inclusive and adequate for purposes of a programmatic level environmental assessment.

As stated, Omnitrans has identified the Locally Preferred Alternative for the E Street Project, although the project route is still subject to further refinements. The purpose of this amendment to the RTP and Addendum to the PEIR is to allow Omnitrans to move forward with the necessary project specific route refinement and environmental analysis required by the Federal Transit Administration and NEPA. The alternative selected through the NEPA process could differ in whole, or in part, from the Locally Preferred Alternative. As such, SCAG has assessed the additional project at the programmatic level, and finds that inclusion of the project is consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the inclusion of the proposed project in the RTP does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

Analysis of Impacts

Land Use

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general as well as specific components of the sbX E Street Corridor, such as the Evan Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general would be expected to occur.

Although the sbX E Street Transit Corridor, as described, would generally operate along existing right of way, some portions of the Locally Preferred Alternative would involve new construction. One of the segments, the Evans Street Corridor, is included in the 2004 RTP, a second segment - an elevated transitway over I-10 to the Evans Street Corridor is not currently in the RTP.

It is possible that site specific impacts could occur, particularly on segments where new construction is proposed. Impacts expected would primarily be to sensitive receptors. Although the 2004 PEIR did not analyze the sbX project specifically, it did conclude that that projects similar in size and scope to the sbX E Street Corridor could cause significant unavoidable impacts. Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. The analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addressed impacts to the region that could result from implementation of the RTP at the program level. Therefore, incorporation of the sbX E Street Corridor project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Population, Housing and Employment

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project could result in site specific impacts such as induced growth along the proposed corridor. In addition, the proposed project could contribute to cumulative impacts on population, housing and employment. These impacts are within the range of impacts assessed at the programmatic level in the 2004 RTP PEIR (p. 3.2-12 -3.2-16). Furthermore, detailed project-level analysis will be performed by the implementing agency. This analysis will also include mitigation measures as appropriate. Inclusion of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

Transportation

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies four significant impacts from implementation of the 2004 RTP; these include increased Vehicle Miles Traveled (VMT), higher average delay, increased heavy duty truck delay and a cumulatively considerable impact on counties outside the SCAG Region. As a transit project, the sbX project would be expected to have a beneficial effect on transportation related impacts identified in the PEIR. The proposed project would link major activity centers including Loma Linda VA Hospital, Loma Linda University and California State University San Bernardino. This option is consistent with PEIR mitigation measures included in the 2004 PEIR intended to reduce delay; these include maximizing the benefits of the land-use transportation connection (p. 3.3-24). Furthermore, transit projects such as the sbX E Street Corridor are generally considered to off-set potential impacts of the overall transportation network. Analysis in the 2004 PEIR adequately addressed impacts that could result from projects such as the sbX E Street Transit Corridor at the program level. The proposed project will be evaluated at the project-level to identify potential localized transportation impacts. Incorporation of the project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Air Quality

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would not have a significant adverse effect on regional air quality. The sbX E Street Corridor is considered a Transportation Control Measure (TCM) and as such would provide an air quality benefit to the region. The regional emissions analysis performed for the RTP Amendment determined this project would not result in an exceedence of established emissions budgets within the South Coast Air Basin. Therefore, incorporation of this



project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Noise

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The increase in bus service along the proposed route could cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR noise chapter (3.5-17- 3.5-27) adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level. Impacts from the sbX E Street Corridor would be expected to fall within the range of impacts previously identified. The sbX E Street Corridor will be further analyzed at the project level to determine if site specific impacts would occur and to identify appropriate mitigation measure. The analysis in the 2004 RTP PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the sbX E Street Corridor into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

Aesthetics and Views

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Implementation of the proposed project is not anticipated to cause a significant adverse impact on aesthetics or views. The proposed modifications would be on an existing system and, with the exception of the elevated transitway over I-10, at grade. The 2004 PEIR identifies significant impacts on aesthetics and views such as obstruction of scenic views by construction, creating a visual contrast with the overall character of an area and a cumulative impact due to increased urbanization in the region (p. 3.6-11 – 3.6-22). Impacts from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. Furthermore, the 2004 PEIR determined that improvements proposed on existing systems, such as the sbX E Street Corridor, would be less substantial than those potentially created by new system projects (p. 3.6-13). The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Biological Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The proposed project would be implemented on existing roadways and would not be anticipated to significantly impact biological resources. In the event that a route is identified that impacts biological resources, mitigation measures proposed in the Biological Resources chapter may



help reduce or eliminate potential impacts associated with the proposed projects. Detailed project-level analysis, including project level mitigation measures, will be conducted by the implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this change into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Cultural Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that improvements proposed in exiting rights of way, such as new bus-ways would have limited potential to impact historic resources, archeological resources, and paleontological resources (p. 3.8-18 - 3.8-24). As such, the sbX E Street Transit Corridor would not be anticipated to have a significant impact on cultural resources in the region. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Geology, Soils and Seismicity

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The sbX E Street Corridor project would primarily use existing right-of-way and would not involve significant earth moving activities. Impacts that could occur from the sbX Transit Corridor would be expected to fall within the range of impacts previously identified. In addition, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (p. 3.9-19-3.9-22). Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Hazardous Materials

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR concluded that general improvements to the transportation system would facilitate the movement of all types of goods including hazardous materials (p. 3.10-7 - 3.10-9). The sbX E Street Corridor would not specifically facilitate, increase or decrease the transport of hazardous materials; detailed project-level analysis for the project, including mitigation measures as appropriate, will be conducted by implementing agency. Impacts that could occur are within the range of impacts identified in the PEIR. The analysis in the 2004 PEIR adequately



addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Energy

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

Transit project in general (including the sbX E Street Corridor) would be expected to have less than significant impact on consumption of petroleum and diesel fuels. Nonetheless, the 2004 PEIR concludes that “new transit vehicles and transit stations for Maglev, Metrolink, light rail and rapid bus would require electricity and natural gas during project operation” and identifies mitigation measures to reduce these impacts (p. 3.11-13 - 3.11-16). Impacts that could occur by including the the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Water Resources

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (p. 3-12-23 - 3.12-29). The sbX E Street Corridor will generally be implemented on the existing network and right-of-way and therefore would not cause a substantial increase in the overall amount of impervious surfaces in the region. Impacts to water resources that could occur from including the sbX Transit Corridor in the RTP would be expected to fall within the range of impacts previously identified. However, it is possible that site specific impacts could occur due to the proposed project. Therefore, detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agency. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Public Services and Utilities

sbX E Street Corridor – The 2004 RTP and PEIR included BRT projects in general, as well as specific components of the sbX E Street Corridor, at a programmatic level. The previously identified environmental impacts associated with these components and BRT projects in general, would be expected to occur.

The 2004 PEIR identifies several types of projects that would require an increase in the level of police, fire and medical services. These include projects involving new roadways and transit

related projects that require the construction of new transit stations (3.13.9-3.13-14). The proposed sbX E Street Corridor does not fall into either of these categories and therefore is not anticipated to have a significant adverse impact on police, fire and/or medical services. The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of this project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Comparison of Alternatives

Including the sbX E Street Corridor in the 2004 RTP would not appreciably affect the comparison of alternatives in the 2004 PEIR in any meaningful way. The project is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The project is consistent with PILUT 1 as it would facilitate urban transportation. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR is not significantly affected by the inclusion of the sbX project in the RTP. Therefore, no further comparison is required at the programmatic level. Project-level comparisons of alternatives, however, will be conducted by implementing agency when it prepares a CEQA/NEPA document for the project.

Long Term Effects

The sbX E Street Corridor is within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of this specific project in the 2004 RTP is reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR. Unavoidable and irreversible impacts will be further analyzed by implementing agency at the project level. Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR. Overall, the project is within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed change is consistent with the findings on long-term effects in the 2004 PEIR. Detailed analysis of impacts on long-term effects will be conducted by the implementing agency at the project level.

Conclusion

The 2004 RTP includes a database with hundreds of projects. The inclusion of an additional project, the details of which have yet to be determined, and that is not likely to result in significant new construction, would have a negligible change in environmental impact when viewed in light of the scope and nature of the entire Plan.

After completing its programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed RTP Amendment would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the 2004 RTP Amendment, therefore, are not substantial changes which would require major revisions to the PEIR. Thus, a subsequent or supplemental EIR is not required and this Addendum fulfills the requirements of CEQA.



PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at www.scag.ca.gov on or about June 1, 2006, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG and at public libraries throughout the region (the listing of libraries will be provided on the SCAG website). Written comments will be accepted until 5:00pm July 7, 2006 and should be directed to:

Philip Law
Southern California Association of Governments
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

or to: law@scag.ca.gov

A public hearing will be held at SCAG from 9:00am to 10:00am on July 6, 2006. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Executive Committee is tentatively scheduled to consider approving the Amendment on or about August 1, 2006. The adopted Amendment will be sent to the appropriate state and federal agencies for their approval.



ATTACHMENT A

OMNITRANS REQUEST FOR RTP AMENDMENT





April 17, 2006

Hasan Ikhata
Director of Planning and Policy
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90014-3435

Subject: Request for Amendment to the RTP to include sbX: E Street BRT Project

Dear Mr. Ikhata:

Omnitrans respectfully requests an amendment to the 2004 RTP to include Omnitrans sbX: E Street BRT project. This project will include preliminary engineering, environmental impact study, final design and construction.

Required by ISTEA, Omnitrans completed its Bus Rapid Transit Major Investment Study (MIS). The MIS yield the locally preferred alternative (LPA) and on December 7, 2005, Omnitrans Board of Directors adopted and approved the E Street Corridor as the LPA.

On January 19, 2006, the RSTIS Peer Review Group met and determined that the E Street Transit Corridor project had met SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the project development phase.

The funding for this project will come from the following:

- FTA Section 5309 – 50%
- FTA Section 5307 – 20%
- Measure I – 30%

Omnitrans has worked closely with SANBAG and they are on-board with the financial plan of this project. Furthermore, this project will not jeopardize any funding that is already committed to other projects.

Enclosed, you will find supporting documentation for the sbX project. The documentation includes the Overview, Capital Costs, Operating Costs, Annualized Cost and Travel Demand Forecasts and Benefits.

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Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411
Phone: 909-379-7100 • Web site: www.omnitrans.org • Fax: 909-889-5779

Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

We would like to thank you in advance for your time and consideration of our project. If you need any other information, please feel free to contact Rohan Kuruppu, Director of Planning at (909) 379-7251 or at Rohan.Kuruppu@Omnitrans.org.

Sincerely,



Durand L. Rall
CEO/ General Manager

Cc: Phillip Law, Acting Senior Planner, SCAG
Rohan Kuruppu, Project Manager, Omnitrans

E Street Transit Corridor Project - Phase I

Locally Preferred Alternative Summary Report

Prepared for:
Omnitrans

Prepared by:
Parsons

In Association with:
**Gruen Associates
Patti Post & Associates
Moore Iacofano Goltsman Inc.**

April 2006



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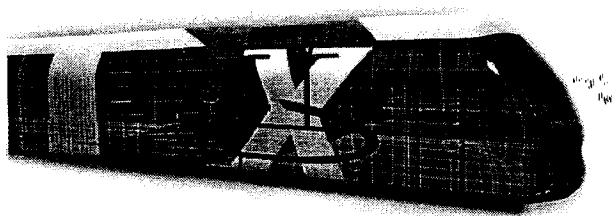
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CHAPTER 1 - OVERVIEW

Omnitrans has completed a study to determine the best way to implement an enhanced state-of-the-art rapid transit service along the E Street Corridor in the cities of San Bernardino and Loma Linda. A Locally Preferred Alternative (LPA) was selected and has been adopted by the Omnitrans Board of Directors and other local agencies and jurisdictions within the E Street Corridor. The LPA serves California State University at San Bernardino (CSUSB) in the north; traverses central San Bernardino to Loma Linda University Medical Center and the VA Hospital in the south.



The selected mode of transport is known as Bus Rapid Transit (BRT). Within the San Bernardino Valley, BRT has been branded as sbX, which stands for San Bernardino Express. The new high-tech, user-friendly system will offer more frequent service, fewer stops, and higher average speeds than traditional bus service. Investing in this new transportation system will greatly improve Omnitrans' ability to meet growing travel demands, encourage redevelopment, and maintain economic vitality in the Corridor. The E Street Transit Corridor Project would be the first segment in a valley wide system of interconnected sbX service. As shown in Exhibit 1.1, seven transit corridors were identified in the San Bernardino Valley as candidates for premium service.

E Street Corridor Description

The E Street Corridor is about 16 miles long, generally following Kendall Drive from California State University south to E Street, through downtown San Bernardino, east on Hospitality Lane, and south to Loma Linda. It runs through a variety of land uses, from low-density residential development in the north to commercial development along E Street. The core downtown

area has some of the highest concentrations of office and public facilities in the Omnitrans service area. The southern end of the Corridor contains significant public, educational and medical facilities. The Corridor supports about 121,000 people and more than 71,000 jobs. Many residents have low incomes and/or are transit-dependent. About 28 percent of the population lives below the poverty line and 16 percent of the households in the corridor have no automobile.

Purpose and Need for the Project

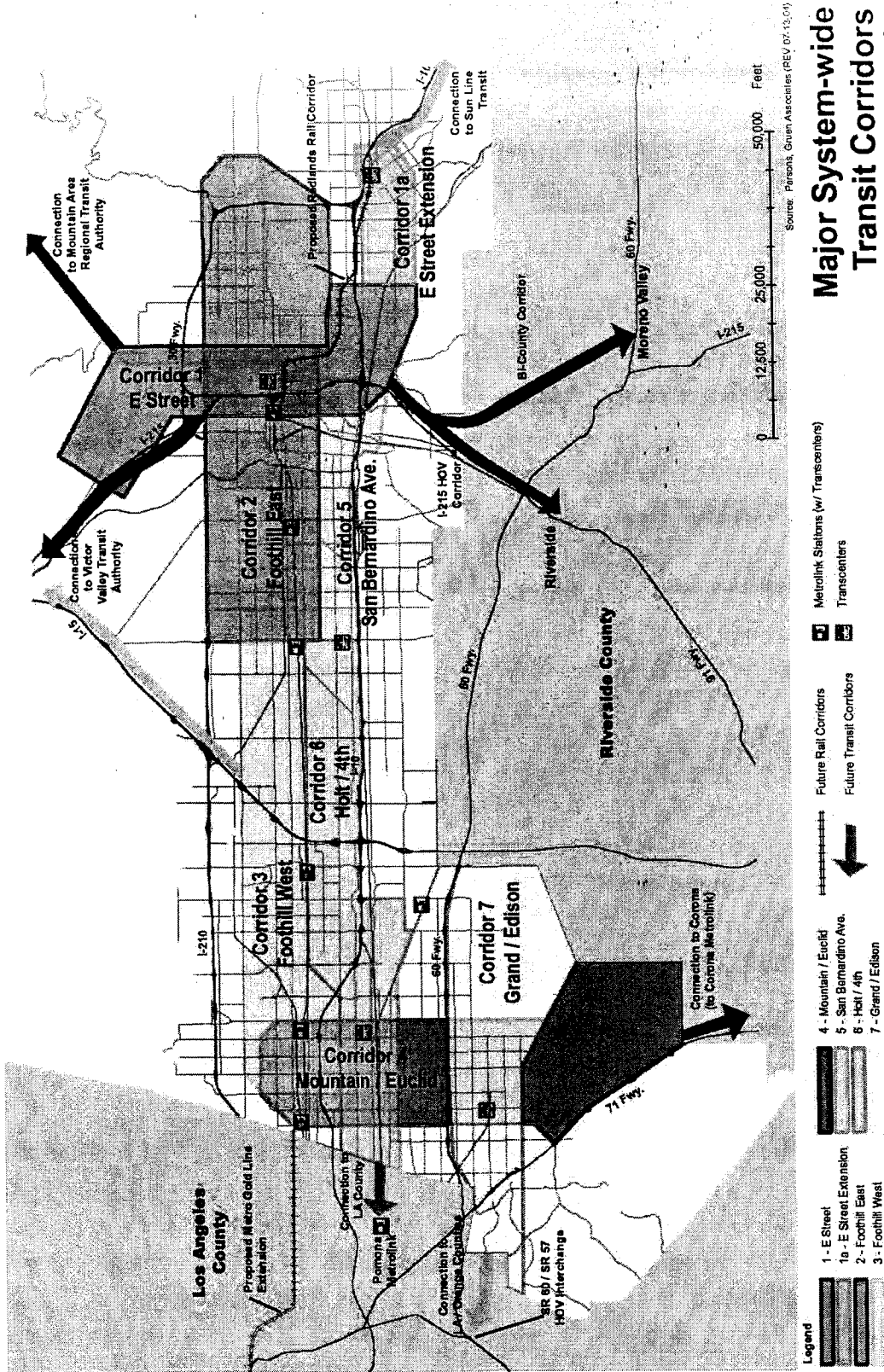
Numerous key deficiencies and needs were identified in the E Street Corridor. Existing transit services are slower than auto travel. Given that the Corridor has high transit dependency and an aging population, this translates into reduced mobility for many residents. It also results in low usage by other potential riders, particularly during lunchtime and mid-day periods. The Corridor is in need of a catalyst to help accelerate revitalization efforts that have not yet been successful. Depressed economic conditions in the central Corridor create a disconnect in development between south and north. Parking capacity is a problem at the university and hospital campuses. Scheduling existing transit routes is difficult because of the potential for delays, particularly crossing the I-10 Freeway. This problem will get much worse as population and employment grow.

Project Objectives

Alternative transit scenarios were designed to address the deficiencies and needs identified above. Each of the five alternatives below was evaluated based on their ability to meet the following project objectives:

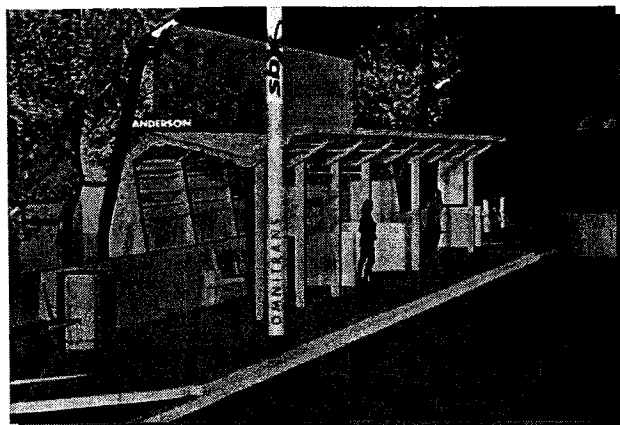
1. Enhance mobility and accessibility
2. Encourage economic growth and redevelopment
3. Improve transit operations
4. Provide a cost-effective solution

Exhibit 1.1: Major System-wide Transit Corridors



The sbX can serve as a catalyst for community improvements. In turn, new development can foster increased transit usage. This synergy between land use and transportation can take the form of Transit-Oriented Developments (TODs).

The benefits of TODs are numerous and the concept was studied for six of the proposed sbX stations. As part of this analysis, the draft General Plans for the Cities of San Bernardino and Loma Linda were reviewed for transit supportive plans and policies. Suggestions for modifications were provided to both cities.



For example, at the Inland Center Mall, TOD improvements could better connect the mall uses with activity on E Street, including sbX service. Exhibit 1.2 shows how land use changes and landscaping along with sidewalk and bridge improvements could create a stronger, more attractive connection between the mall and the E Street Corridor.

Transit-Oriented Development at the Loma Linda Veterans Administration Hospital (Exhibit 1.3) has the potential to make the VA easier to reach by transit, while increasing parking for those arriving by car. It would also create a new transit center to ease regional connections and provide

better transit access to City Hall and the Loma Linda University Medical Center East Campus.

Project Development Process

Omnitrans, in cooperation with the San Bernardino Associated Governments, SCAG and other public entities, completed an analysis of alternatives in the Corridor in compliance with guidelines from the Federal Transit Administration (FTA).

Stakeholders who have worked with the sponsoring agencies in the E Street Corridor Transit Project include:

- The Cities of San Bernardino and Loma Linda
- The City of San Bernardino Economic Development Agency
- San Bernardino County
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- Caltrans, District 08
- Federal Transit Administration (FTA)
- The Southern California Regional Rail Authority (Metrolink)
- California State University – San Bernardino
- Loma Linda University Adventist Health Sciences Center
- VA Loma Linda Healthcare System
- The Inland Center Mall

The overall planning and project development process for federally-funded transit projects is prescribed by the Federal Transit Administration (FTA), and is referred to as the New Starts Process. Omnitrans is following the New Starts process (Exhibit 1.4) in order to become eligible for discretionary federal funds for implementing premium transit service in the E Street Corridor.

Exhibit 1.2: Conceptual Design for Transit-Oriented Development at E Street and North Mall Way

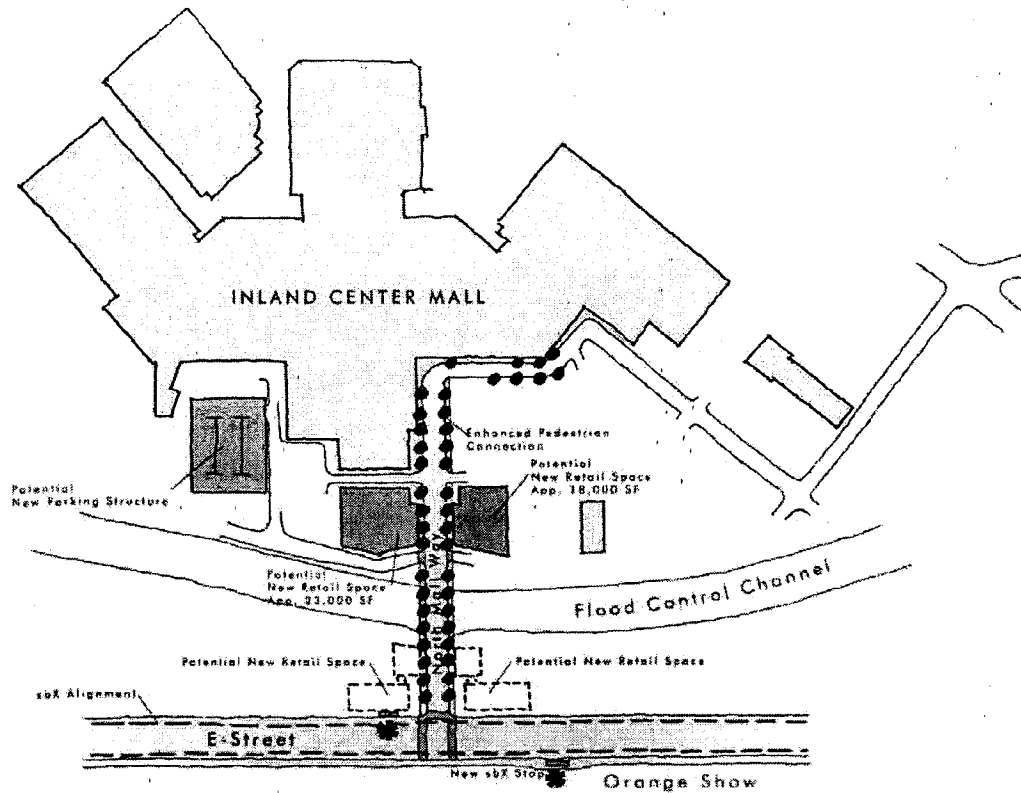


Exhibit 1.3: Conceptual Design for Loma Linda Transcenter and Transit-Oriented Development at the VA Hospital

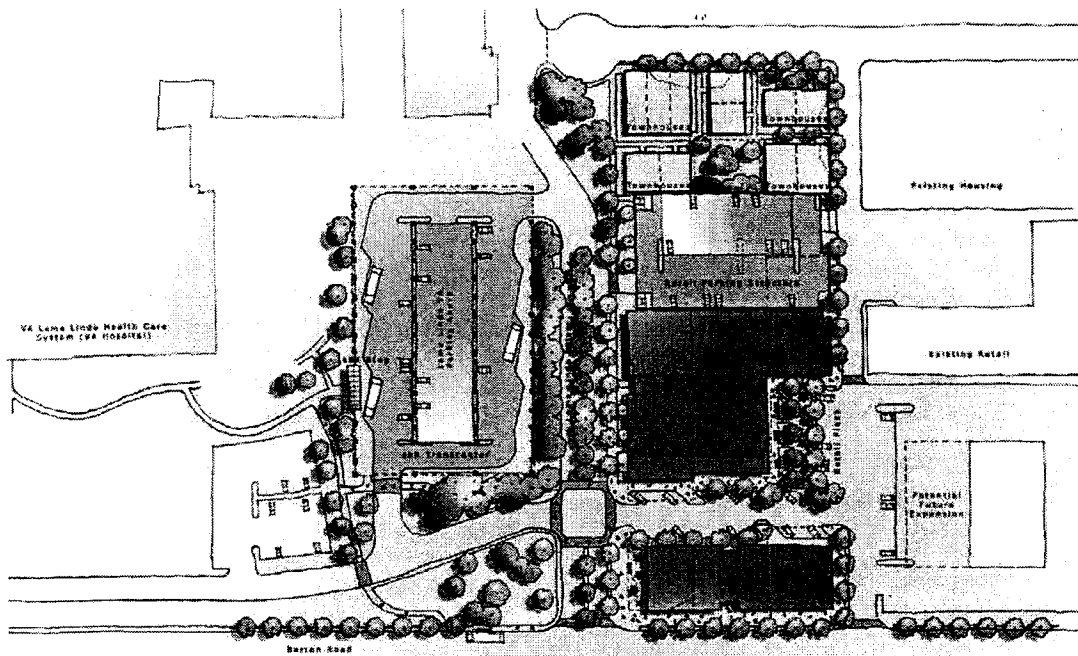
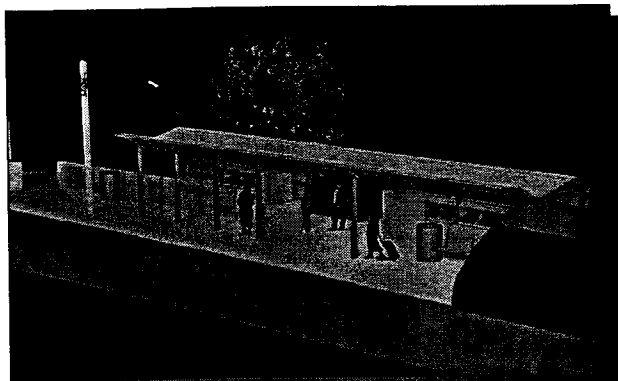
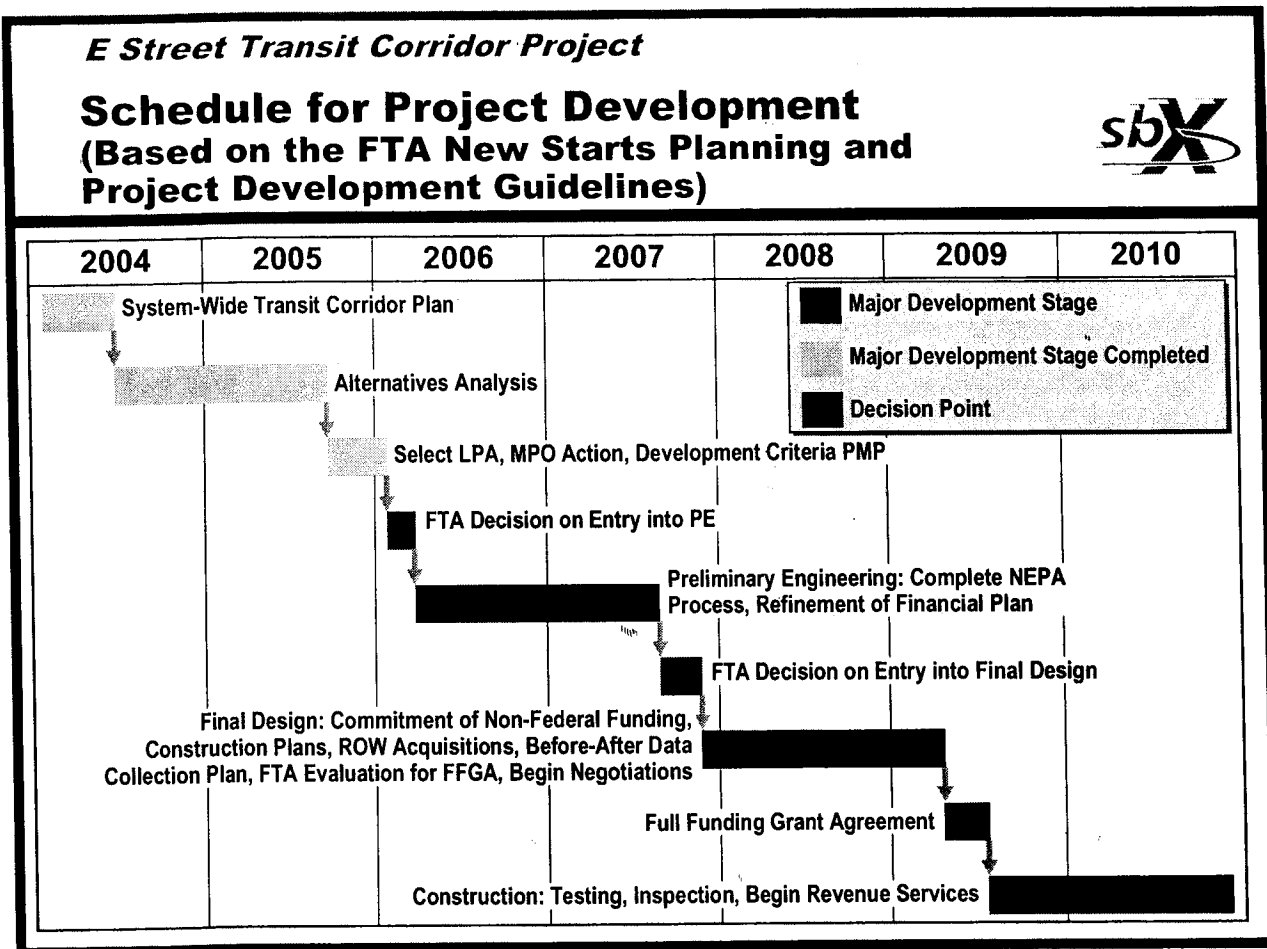


Exhibit 1.4: Schedule for Project Development



The final step in the Alternatives Analysis phase was **Detailed Alternatives Analysis**. During this phase, conceptual engineering, environmental and community impact analysis was performed on the final Corridor alternatives which included:

- **No Build**, included only existing and committed projects and services;
- **Transportation Systems Management (TSM)**, which added planned service improvements to existing and committed projects. It added a new limited stop bus service on E Street that used the routing of Omnitrans Route 2 (see Exhibit 2.5); and
- **Three (3) Bus Rapid Transit (BRT) alternatives** in the E Street Corridor would implement sbX on different alignments through the Corridor. They use the alignments shown in Exhibit 1.5. Alternatives 1 and 2 use a proposed elevated transitway to cross over I-10.

Exhibit 1.5: E Street Transit Alternatives

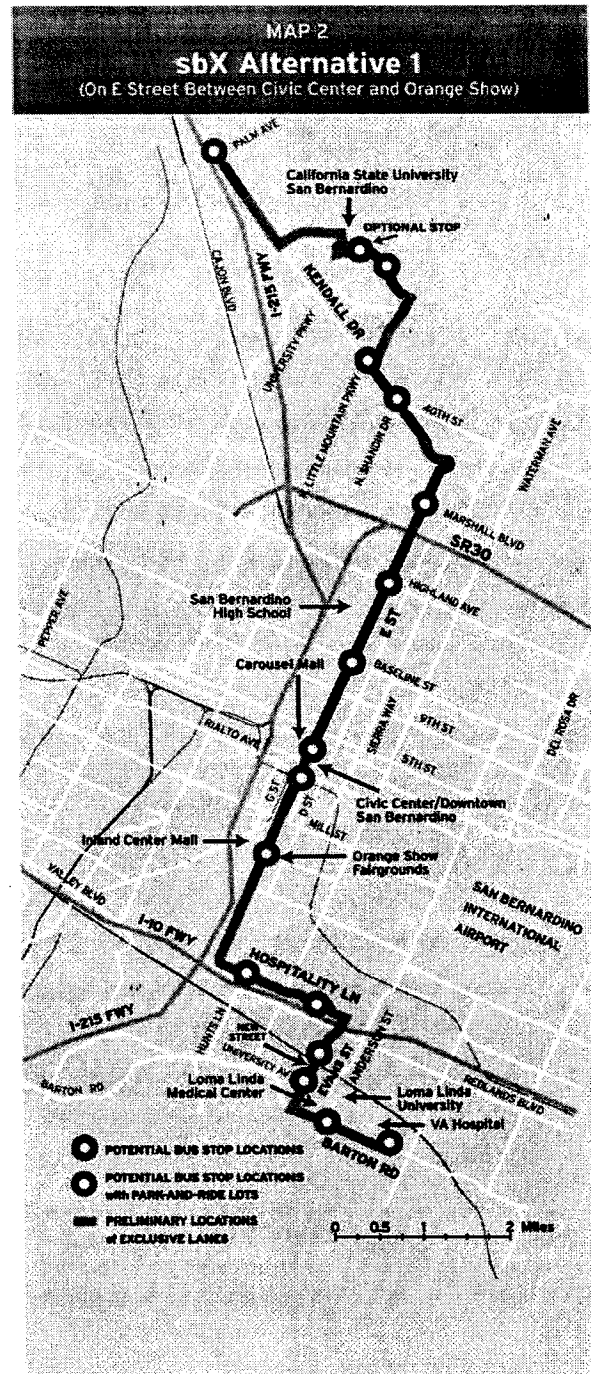
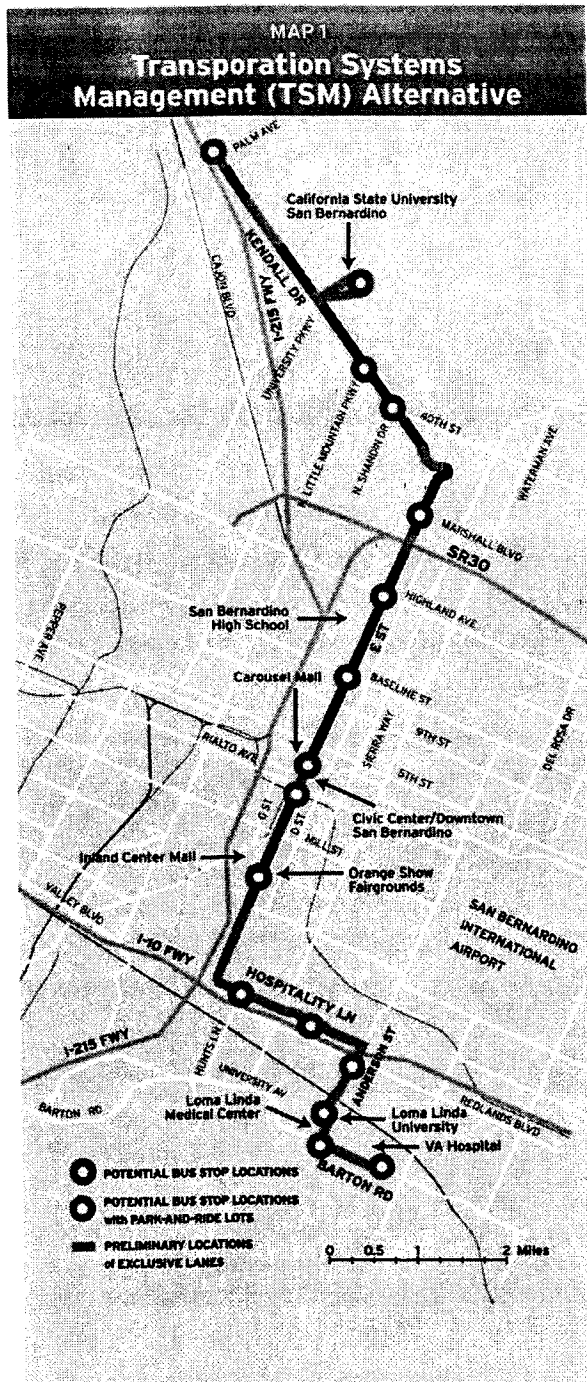
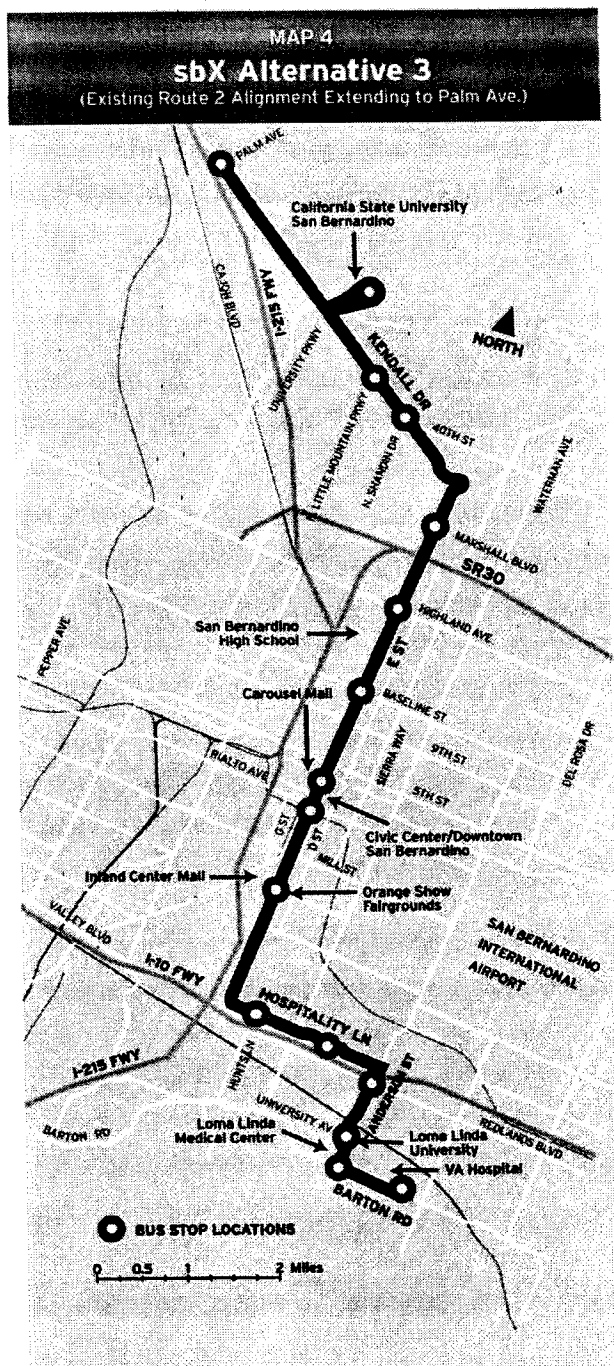
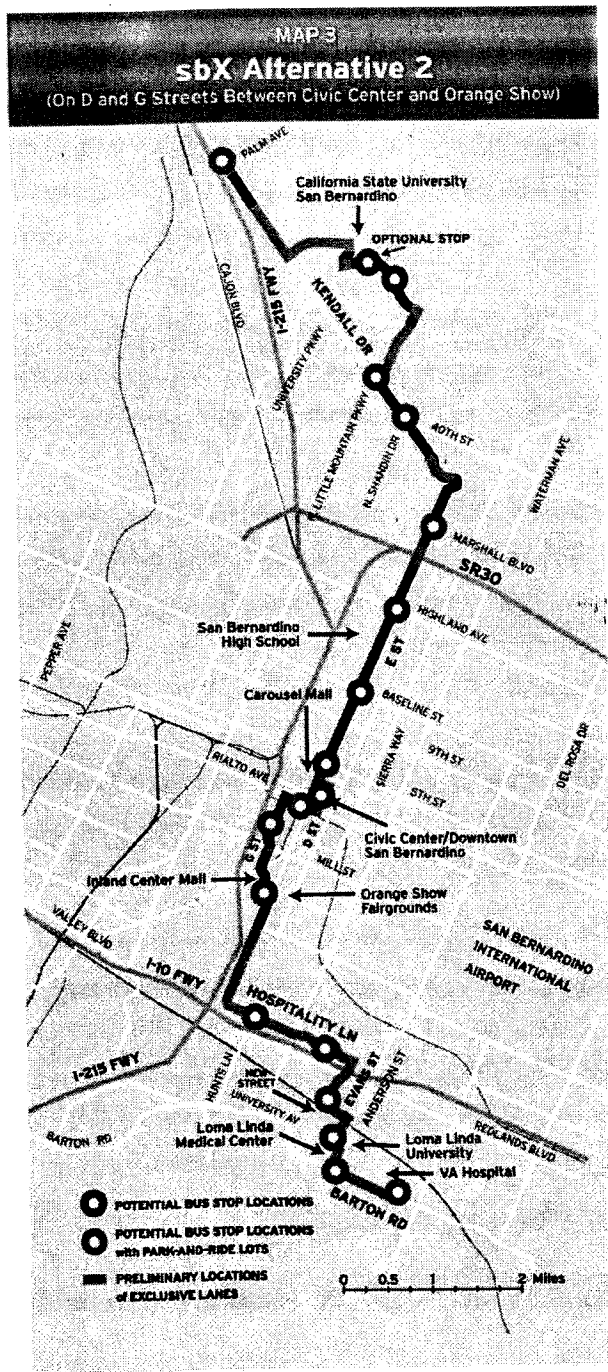


Exhibit 1.5 (Continued): E Street Transit Alternatives



The primary objective of the Detailed Alternatives Analysis was to evaluate the five final alternatives (two baselines and three BRT Build) and their alignments and select the highest ranked alternatives/alignments for consideration as the Locally Preferred Alternative (LPA).

The evaluation was conducted in two stages. First, the five alternatives including the three (3) BRT alternatives were compared to each other. Then, for the BRT alternatives, alignments were evaluated in the north, downtown, central and southern portions of the Corridor to determine how they compared against each other based on the MOEs.

For most of the MOEs in the evaluation, quantitative values were calculated such as for ridership forecasts, costs and cost-effectiveness. However, some MOE values were qualitative in nature such as community support and land use conformity.

Input from Stakeholders and the General Public

Continuous input was received from key corridor stakeholders and the general public from the system planning phase through the completion of the detailed Alternatives Analysis.

The public involvement program for the conceptual alternatives analysis phase elicited comments on the four types of Transportation Modal Alternatives: the No-Build, Transportation Systems Management (TSM), Bus Rapid Transit (BRT) and Light Rail Transit (LRT). In addition, the individual alignment alternatives for the North, Downtown, Central and Southern portions of the E Street Corridor were scrutinized and commented on in several different forums held throughout the Corridor. The process involved the following meetings, conferences, and workshops held during February and March 2005:

- February 7th sbX Leadership Conference held at the Radisson Hotel in downtown San Bernardino was attended by over 100 Elected Officials, Business Leaders/Professionals, Agency Representatives, transit riders, and members of the general public. The attendees were grouped into three

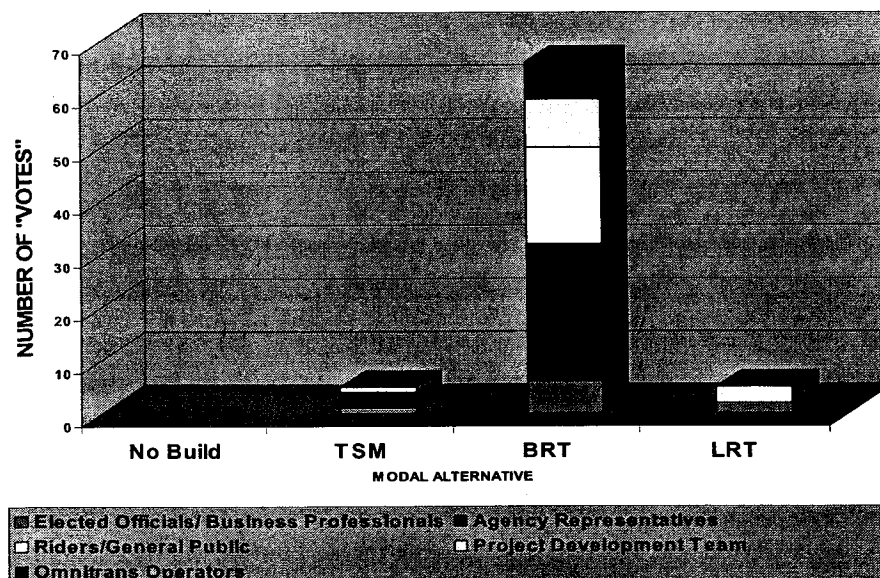
delegations and rotated to three different topical venues at the conference. The attendees were given an opportunity to turn in comment sheets and indicate their preferences on transportation modes and specific alignment choices for each of the four portions of the E Street Corridor.



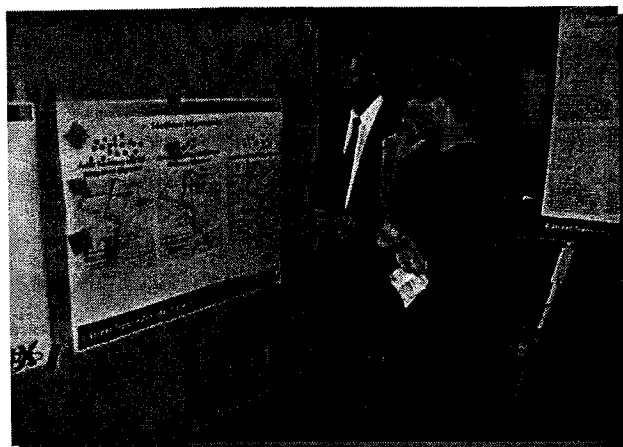
- February 9th Public Open House at the Feldheim Public Library in central San Bernardino was attended by over 30 members of the general public, including Omnitrans riders. The Open House was set up in a manner identical to the sbX Leadership Conference with attendees rotating between three topical stations and indicating their preferences on transportation modal options and alignments for each of the 4 geographic groupings in the Corridor. Those present were asked to indicate which mode of transit they preferred to see built in the E Street Corridor. They overwhelmingly selected BRT over LRT (Exhibit 1.6).
- February 23rd Project Development Team (PDT) Meeting held at the City of San Bernardino – Economic Development Agency. PDT members attending the meeting were asked to select their choices of alignments by geographic grouping. After weighing the technical information, PDT members unanimously supported the selection of BRT over LRT as the preferred mode to carry forward into Detailed Alternatives Analysis.

Exhibit 1.6: Preferences Reported in Community Workshops

PREFERENCES REPORTED IN COMMUNITY WORKSHOPS



- March 1st and 2nd Workshops with Omnitrans Coach Operators and Administrative staff. Attendees were asked to select their choice of alignment by geographic grouping in the E Street Corridor.



- February 17th meeting of the SCAG Regionally Significant Transportation Improvement Strategy (RSTIS) Peer Review Committee held at the Southern California Association of Government's office in Los Angeles.

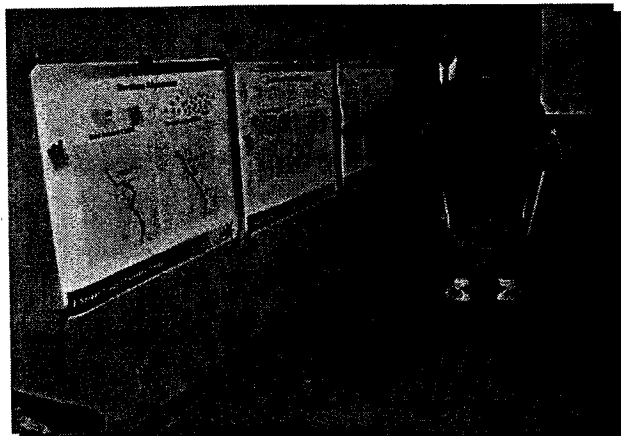
- February 15th presentation to the Planning and Productivity Committee (PPC) of the Omnitrans Board of Directors.

To assist in the evaluation of the detailed alternatives for the E Street Corridor, a comprehensive public involvement program and stakeholder outreach was conducted to determine which segments of those alternatives and station locations were supported locally within the Corridor. During the spring and summer of 2005, a series of stakeholder meetings were held throughout the Corridor to obtain stakeholder support for the E Street Transit Corridor Project and receive input on specific station siting and alignments. This input, along with the October 19, 2005, public open house/workshop, provided the Project Development Team (PDT) with information on which alignments will be supported locally in the E Street Corridor.

The final set of five detailed alternatives was presented to the following forums for review and comment:

- Stakeholders meetings/workshops with key staff from the Cities of San Bernardino and Loma Linda, California State University-San Bernardino (CSUSB), the Inland Center Mall, Loma Linda University Medical Center and the VA Hospital.
- A community open house/workshop held on October 19, 2005, at the Feldeym Public Library in Central San Bernardino.
- Project Development Team (PDT) workshops on detailed alternatives held on July 27, August 24, and October 26, 2005.

Prior to the October 19 Public Open House/Workshop, a project information mailer was sent out to over 10,000 households. The mailer portrayed the alternatives, provided information on their performance, and encouraged the general public to view study documents on the project web site - www.estreet-sbX.com – and comment on the alternatives. Omnitrans also provided telephone numbers in the mailer for the public to call with comments. Numerous comments were received from the general public through the media.



The October 19, 2005, public open house was set up with specific workstations that presented information on the performance of each of the five detailed alternatives. The public was shown information on the performance of the competing segments in the north, downtown, central and southern portions of the Corridor. The competing segments were:

- North: Kendall/University “front side” entrance and station at CSUSB versus a “backside” entrance to the campus that uses

Little Mountain and a new internal Campus Road with a backside station.

- Downtown: An alignment straight down E Street versus a D Street alignment.
- Central: An alignment straight down E Street versus a G Street alignment to the Inland Center Mall.
- South in Loma Linda: A transitway over the I-10 Freeway to the proposed Evans Street Corridor versus an alignment on Anderson. A third option uses Evans in the northern portion of Loma Linda and Anderson in the south.

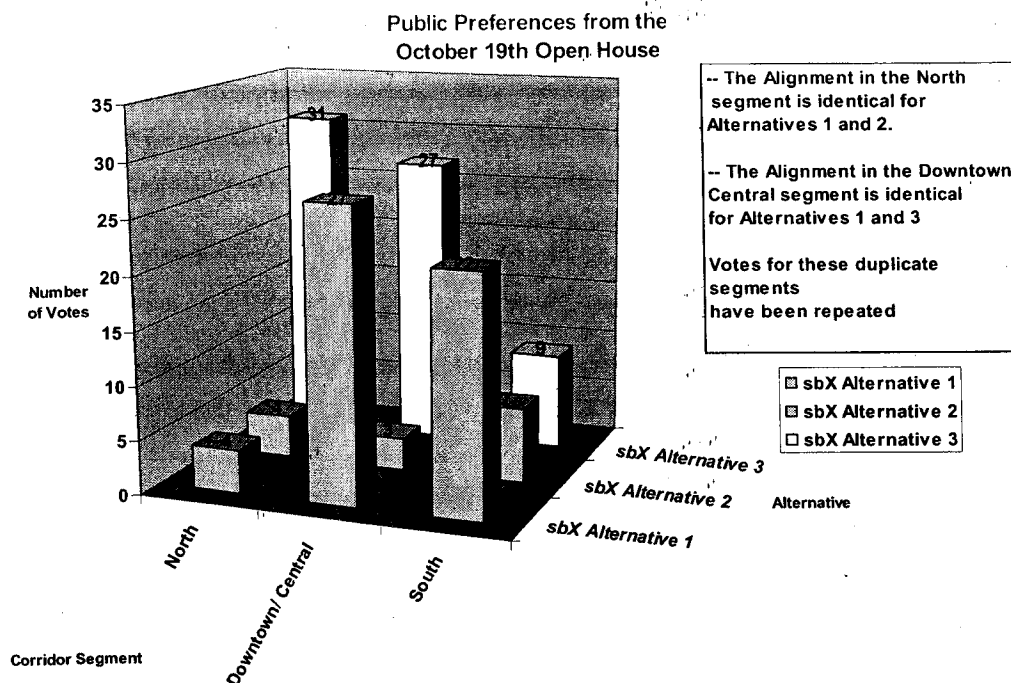
The workshop was attended by over 70 members of the general public. After viewing project exhibits, the public workshop attendees were asked to identify the alignments they felt best met the various categories of evaluation criteria. The alignments that the general public liked best (Exhibit 1.7) were recorded and documented for consideration by the Project Development Team (PDT).

Workshops were also held with Corridor stakeholders to determine which station locations and alignments were supported and fit best into local master plans and growth plans. Both CSUSB and LLUMC have new Campus Master Plans and gave the Project Team specific input on their preferences. For CSUSB, the preferred alignment is that shown in Alternative 3. It is a “front side” station at the entrance to the Campus that CSUSB officials felt worked best for their future Campus Expansion Plans.

Similarly for LLUMC, officials were able to provide clear direction on station siting and their strong support for the Evans Street Alignment. Until the entire Evans Street Corridor is developed in the future, the alignment shown in Alternative 2 may be appropriate as a short-term operational segment.

To determine how strongly supported each alternative is by stakeholders and the public, specific ranking information was collected at the above forums and was used in the comprehensive evaluation of the detailed alternatives.

Exhibit 1.7: Public Preferences from the October 19th Open House



Findings from the Evaluation and Candidate LPA

Based on the comprehensive technical evaluation presented in this report and public/stakeholder input, the candidate Locally Preferred Alternative (LPA) for the E Street Project contains the following geographic segments.

- The northern portion from Kendall/Palm to SR-30 is the alignment included in Alternative 3. The primary reasons for this are its directness of service, support from CSUSB stakeholders, and its service to neighborhoods along Kendall Drive.
- The downtown portion along E Street is the alignment included in Alternatives 1 and 3. The E Street alignment does remove some parking, but its impacts are far less than those associated with D Street where the taking of a lane of traffic would be needed as well as the removal of parking. The City of San Bernardino favors the E Street alignment over the D Street alignment for the above reasons. The E Street alignment also provides a more direct service through the downtown area and is seen as having the

potential to positively influence future development at the Carousel Mall.

- The central portion from Rialto to Hospitality Lane is the alignment included in Alternatives 1 and 3. It is more of a direct connection than the G Street alignment and is favored by Inland Center Mall stakeholders who prefer a station on E Street near the mall.
- The southern portion from the Hospitality Lane Commercial Area to the VA Hospital uses the elevated transitway over I-10 to the Evans Street Corridor.

The locally adopted LPA is shown in Exhibit 1.8 with detail about its performance shown in Table 1.1. It is possible that the entire Evans Street Corridor may not be complete when the LPA is constructed and open for service. If that is the case, a short-term LPA is also included (see Exhibit 1.9) which uses the northern portion of Evans Street and then crosses over to Anderson Street using a proposed connector road. If the northern segment of Evans Street has not been built by the time the sbX project opens, temporary service will commence on Anderson. Table 1.2 shows the performance of the short-term LPA.

Exhibit 1.8: Locally Preferred Alternative

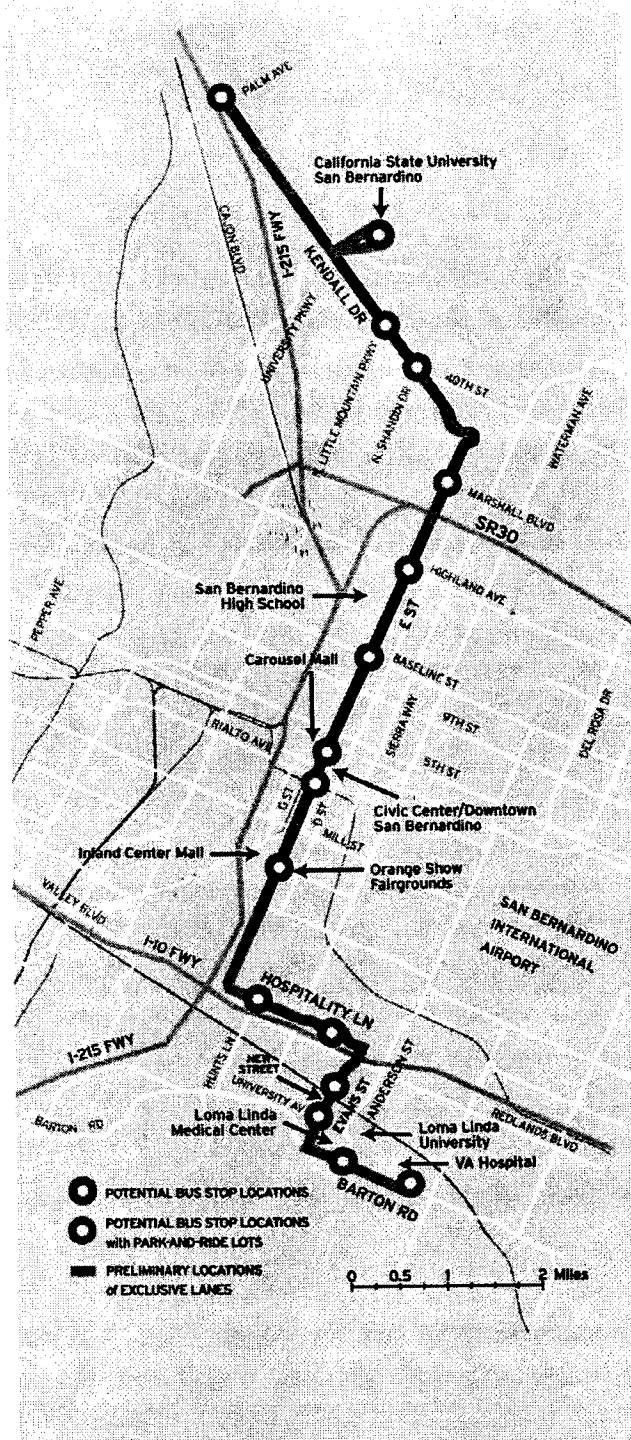


Table 1.1: Locally Preferred Alternative

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south. Joint development potential on 12.8 acre vacant site
CSUSB-South		2.41		2,700	Removes some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assumes 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Evans St. at University Ave.		0.47		4,800	
Barton Road. at Anderson St.		0.59		11,400	
Barton Road at Loma Linda Dr.	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
16 Stops *	960	15.86			

* Excluding Potential Future Stations

Exhibit 1.9: Locally Preferred Alternative (Short Term)

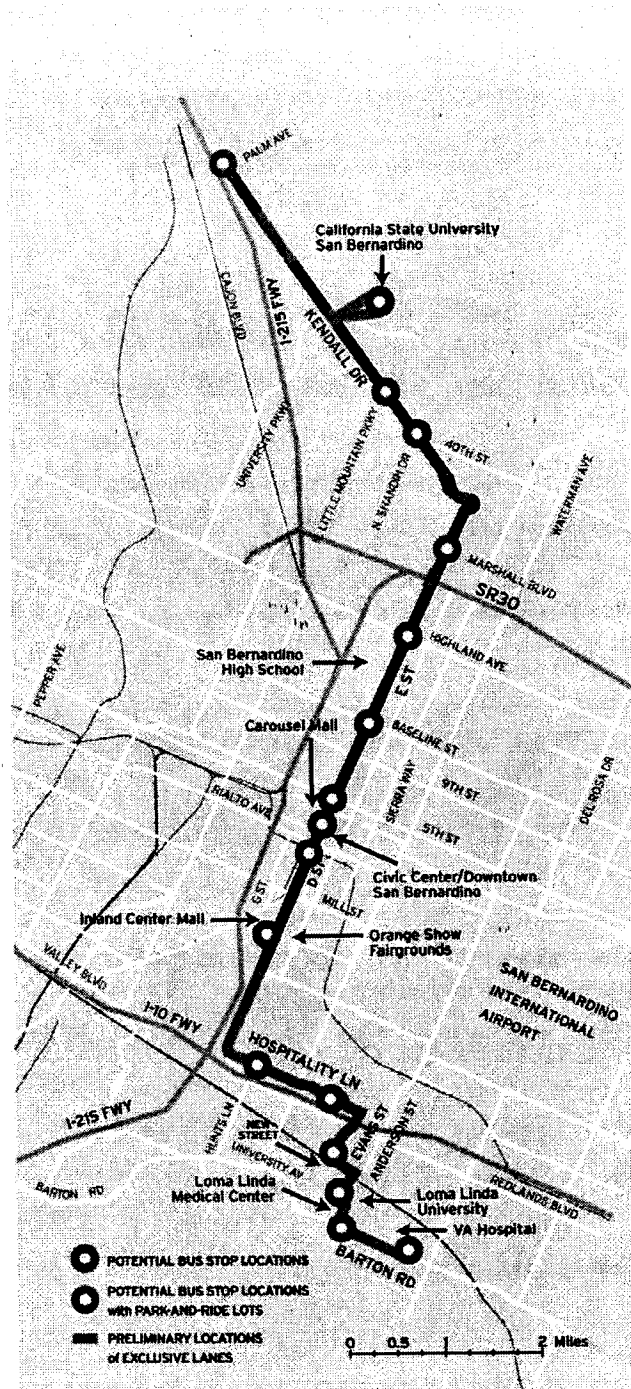


Table 1.2: Locally Preferred Alternative (Short Term)

Station Location	P+R Spaces	Distance in Miles	Queue Jumper	Acquisition/Easement Required	
				Area Required within 300' on either side of intersection (square foot)	Remarks
Kendall at Palm Ave.	80	0.00	Yes	44,000	Includes Park and Ride (surface parking), ROW for 300' south of intersection even though station is further south' Joint development potential on 12.8 acre vacant site.
CSUSB-South		2.41		2,700	Remove some landscaping
Kendall Dr. at N. Little Mountain Dr.		1.35	Yes	900	May be difficult due to extremely narrow sidewalks
Kendall Dr. at Shandin Hills/40th St.		0.68	Yes		
E Street at Marshall Blvd.	150	1.58	Yes	55,000	Park and Ride (surface parking)
E St. at Highland Ave.		0.92	No		With Sidewalk Extension
E St. at Baseline St.		1.00	No		With Sidewalk Extension
E St. at Carousel Mall		1.09			Curb extension
E St. at Rialto Ave. north of RR	170	0.38		3,000	Park and Ride (surface parking) On Intermodal Transportation Center (Transcenter) site (Prior acquisition assumed)
E St. at North Mall Way		0.99	No	2,590	Includes linkage up to the bridge and up to the station near Orange Show Fairgrounds. Assume 5' sidewalk could be added to the bridge (not a part of the project). Does not include linkage to shopping center
Hospitality Lane at Hunts Lane		1.70		7,800	Nearside Stop for EB
Hospitality Lane east of Carnegie Drive		0.92		8,400	
Evans Street at Academy Wy.	440	0.85		176,000	Includes Park and Ride (surface parking)
Anderson St. and Stewart St.		0.54		18,000	
Anderson St. at Barton Road		0.43		16,200	
Barton Road at Loma Linda Drive	120	0.93		155,000	Includes shared parking and replacement parking (total 600 spaces). Station and parking for sbX on 1st floor of parking structure, VA parking on levels 2, 3, and 4.
17 Stops *	960	15.79			

* Excluding Potential Future Stations

As shown in Table 1.1, the LPA includes 16 stations and is approximately 15.9 miles in length from the Palm/Kendall Station in the north to the VA Hospital and the Loma Linda Transcenter in the south.

The E Street LPA along with the Extension of Metrolink to the proposed San Bernardino Transcenter will create a new multimodal hub at E Street and Rialto that also connects to the proposed Redlands Rail Line (Exhibit 1.10).

Cost-Effectiveness/Benefit Assessment

The cost effectiveness of the Locally Preferred Alternative was calculated based on the ratio of

the incremental cost of new service, divided by the incremental user benefit of the new service. The cost of new service was expressed in terms of annual dollars required for both capital costs and operating costs. The user benefits of new service were expressed in terms of annual hours of transit travel time savings.

The cost benefits of the LPA Alternative, as compared to the TSM Alternative, are summarized in Table 1.3. The data in this table showed that the cost effectiveness of the LPA Alternative is \$12.53 per hour of transit travel time savings.

Exhibit 1.10: Redlands Rail Alignment

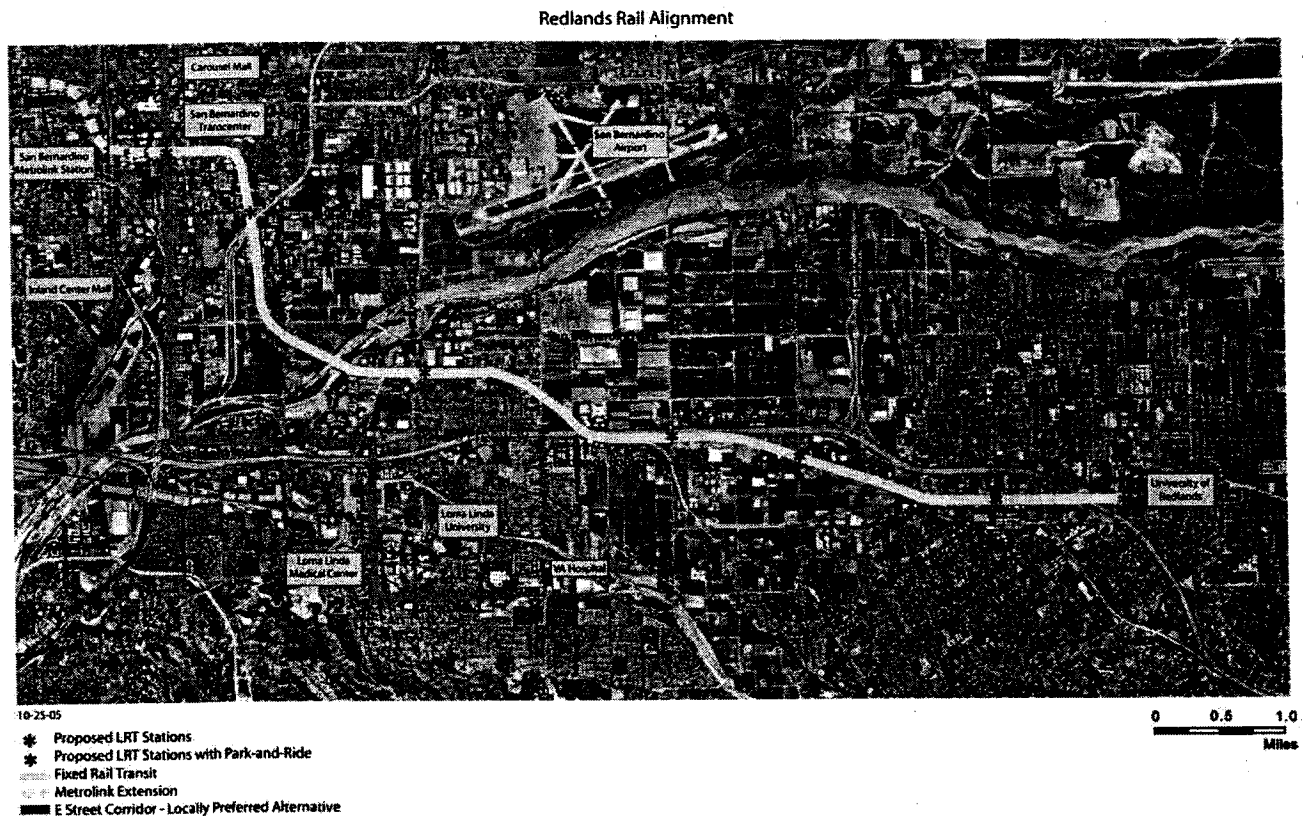


Table 1.3: Cost Effectiveness of LPA in Compared to TSM

Alternative	Annual Capital and Operating Cost	Annual Time Savings Benefit (Hours)	Cost Effectiveness (per Hour of Benefit)
TSM	\$21,493,000	-	-
LPA	\$24,763,000	261,000	\$12.53

Next Steps in the Project Development Process

LPA Adoption and Inclusion in the SCAG RTP. The selection of the Locally Preferred Alternative (LPA) was determined by the PDT on October 26, 2005 based on the results of the detailed alternatives analysis and input from the general public, stakeholders, and agencies. As shown in Table 1.4, the recommendations of the PDT were presented to the Omnitrans Planning and Productivity Committee (PPC) on November 9, 2005, SANBAG's Plans & Programs Committee on November 16 and was adopted by the Omnitrans and SANBAG Boards on December 7, 2005. The LPA was also adopted by the San Bernardino and Loma Linda City Councils in December 2005.

Table 1.4: Status and Next Steps

• Project Development Team Recommended the LPA on October 26, 2005
• Omnitrans Board PPC – November 9, 2005 (Approved)
• SANBAG PPC – November 16, 2005 (Approved)
• San Bernardino City Council – December 5, 2005 (Approved)
• Omnitrans Board – December 7, 2005
• SANBAG Board – December 7, 2005
• Loma Linda City Council – Early 2006
• SCAG RSTIS Committee – January 19, 2006
• PDT Member Organizations – January through March, 2006
• Federal Transit Administration (FTA) – March/April, 2006

Upon completion of all local adoptions, Omnitrans will receive a Letter of Completion from the Southern California Association of Governments (SCAG). The Letter of Completion is issued by SCAG's Regionally Significant Transportation Investment Strategy (RSTIS) Committee.

Next, SANBAG and Omnitrans will nominate the LPA as part of the package of projects from San Bernardino County for inclusion in the next update of the Regional Transportation Plan (RTP) in early 2006. Then the LPA is taken before the appropriate SCAG RTP Committees for consideration in the next RTP's Adopted Plans and Programs list.

Transition into Preliminary Engineering and Environmental Studies

In addition to the LPA Report, several activities and deliverables need to be produced prior to the commencement of Preliminary Engineering and Environmental Studies.

Scope of Work for Detailed Alternatives

Analysis. For environmental transition, a scope of work will be prepared by the Project Team for a Detailed Environmental Analysis that will be performed under the guidelines of the National Environmental Protection Act (NEPA).

Prepare Financial Plan. The following steps will be conducted in preparing the financial plan.

Identify Federal Funding Sources. The first task in developing the Financial Plan will be to identify the capital funding sources available from the Federal Government. One issue to be specifically addressed is the pros and cons of seeking Section 5309 New Starts funding. Depending on the cost and service plan of the BRT project, it may be more advantageous to enter the new "small starts" category of funding which has a federal participation cap of \$75 million. This would enable the BRT project to enter a more streamlined New Starts rating process. To accomplish this task, the Project Team will evaluate various Federal funding programs available to Omnitrans.

Evaluate Sources of Funding for Local Match.

The next task will be to evaluate funding sources for the local match of Federal funds. The degree of local match funding will be a major factor in the FTA's New Starts project evaluation process. A high level of matching funds from state and local sources demonstrates both that the project has strong local support, and that the Federal participation would be leveraged to a greater extent than for competing projects with lower matching levels from other metropolitan areas.

The local match requirement for the capital costs will be segmented and evaluated by type of capital expenditure. For example, potential joint-use facilities and opportunities for public/private partnerships will be evaluated as an opportunity for private investment to fund a portion of the capital cost. Vehicle costs will be assessed for a lease-purchase option in order to reduce the initial capital outlay.

Stability and Reliability Analysis. Once the Financial Plan is developed, the next task will be to evaluate the plan's ability to deal with funding contingencies such as delays in federal funding, changes in local economic activity, and some degree of unforeseen cost escalation. In order to evaluate the stability and reliability of the funding plan, two types of "What if" analysis will be done. A stability analysis will be performed to measure the plan's ability to withstand changes in the driving variables in the sources of revenue. The plan should be able to manage a reasonable amount of changes in the underlying assumptions without unduly impacting the funding requirements of the plan. Changes in economic growth projections, unanticipated declines in ridership, or adverse changes to the level of inflation should be the type of variables the plan should be able to withstand. A reliability analysis will be performed to measure the plan's ability to be influenced by changes in the legislative and political environment.

Risk Analysis. In the cost side, each major component of the transportation system will be reviewed to ensure that sufficient allowance has been made to deal with unforeseen contingencies. This analysis will essentially measure the plan's ability to manage cost overruns and unanticipated delays and expenses beyond the planned expenditure levels.

Prepare Draft Program Management Plan. A Draft Program Management Plan will be prepared as required by FTA prior to approval for entry into Preliminary Engineering. The Draft Program Management Plan will include:

- Roles and Responsibilities of Key Participants;
- Quality Control and Assurance;

POTENTIAL FUNDING SOURCES FOR LOCAL MATCH	
State and Local Funds	<ul style="list-style-type: none"> • State Transit Assistance Funds • Transit Development Act (TDA) Funds • Motor Fuel Taxes • Vehicle Registration Fees • Special Purpose Local Option Sales Taxes • Special Tax Allocation Districts
Ancillary Revenues (Net of Cost of Operating)	<ul style="list-style-type: none"> • Parking Fees • Concessions • Advertising • Joint Development • Public / Private Partnerships
Innovative Financing Tools	<ul style="list-style-type: none"> • Capital Leases – Lease / Lease Back Program • Vendor Financing of Rolling Stock • Lease – Purchase Procurements • Various Short-Term Financing Programs

- Design Management;
- Real Estate and Other Property Acquisition;
- Risk Management;
- Safety and Security;
- Construction and Procurement Management;
- Testing and Preparation for Revenue Start-Up;
- Human Resources;
- Labor Relations and Dispute Resolution; and
- Legal Requirements, Assurances and Agreements.

Prepare New Starts Report. A New Starts Report will be prepared for submittal to FTA. This report will include:

- Project Justification Information (mobility improvements, environmental benefits, operating efficiencies, cost effectiveness,

transit supportive existing land use policies, and future patterns, and other factors);

- Financial Plan (proposed share from sources other than Section 5309 New Starts, strength of proposed capital funding plan, ability to fund operation and maintenance);
- Fleet Management Plan; and
- Draft Program Management Plan.

Prepare Request to Enter PE. A formal request for approval to enter Preliminary Engineering will be prepared for submittal to FTA.

Transition to Preliminary Engineering. Transition to Preliminary Engineering will involve the preparation of the Administrative Record

(project files) and a scope of work that Omnitrans can use to supplement this contract.

Documents Needed for Transition to PE
LPA Report
20-Year Capital Program Financial Plan
20-Year Operating Program Financial Plan
20-Year Cash Flow
Draft Program Management Plan
New Starts Report
Fleet Management Plan
Request to Enter Preliminary Engineering
Administrative Record

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CHAPTER 2 - CAPITAL COSTS

The calculation of the Capital Costs for the various alternatives was assembled from four elements, which were summarized into the Standard Cost Categories (SCC) "Main Spreadsheet".

Tables 2.1 through 2.4 show two pages of the SCC; the "Main Spreadsheet" and "BUILD Annualized", for the Long-Term and Short-Term LPAs. Please note that costs are entered into the spreadsheet in thousands of dollars. This means that an entry of 472 represents \$472,000 and an entry of 20,100 represents a cost of \$20,100,000. The line items described below refer to those labeled on these Tables.

Those elements that contributed to the Capital Cost calculation are:

- **Right of Way Summary Sheets.** As part of the corridor definition and right-of-way analysis, a series of spreadsheets was constructed to compute where acquisition may be required. These spreadsheets

provide estimates of the cost of real estate required to accommodate widening in the Corridor. In addition, they estimate the amount of the Corridor subject to roadway modification, as well as the length subject to simple re-striping. This provides input to line items 10.02, 10.03, and 60.01 in the SCC.

- **Structure Estimates.** These estimates provided cost estimates for the various structures (e.g. bridge widening) required for the various alternatives. Those components of cost for line items in the 80s, and line 90 of the SCC are computed separately for the entire Alternative.
- **Station Costing.** These provided estimates for capital costs for the stations. The station costing was comprised of a large number of elements, resulting in many entries in the SCC. The station costing spreadsheet, shown in Table 2.5, provided input to line items 20.01, 20.06, 40.05, 40.06, 40.07, 50.05, 50.06, and 60.01.

Table 2.1: Major Capital Project Costs (Long-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)							
Project	E-Street BRT - LPA (Long-Term)				Today's Date	10/6/05	
Location	San Bernardino, CA				Yr of Base Year Dollars	2005	
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)						
Phase AA					Yr of Revenue Ops	2010	
Contracting Method: Design Bid Build, Design Build, CM at Risk, etc.					Forecast Year	2030	
Number of Route Miles					15.55	Number of Stations	16
<div style="border: 1px solid black; padding: 2px; width: fit-content;"> Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet. </div>							
	Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)	
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.65	30,875	\$ 3,199	56%	20%	34,920	
10.01 Guideway: At-grade exclusive right-of-way							
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	4.89	21,688	\$ 4,435				
10.03 Guideway: At-grade in mixed traffic	4.54	321	\$ 71				
10.04 Guideway: Aerial structure	0.22	8,865	\$ 40,295				
10.05 Guideway: Built-up fill							
10.06 Guideway: Underground cut & cover							
10.07 Guideway: Underground tunnel							
10.08 Guideway: Retained cut or fill							
10.09 Track: Direct fixation							
10.10 Track: Embedded							
10.11 Track: Ballasted							
10.12 Track: Special (switches, turnouts)							
10.13 Track: Vibration and noise dampening							
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167	\$ 698	20%	7%	12,587	
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	\$ 510				
20.02 Aerial station, stop, shelter, mall, terminal, platform							
20.03 Underground station, stop, shelter, mall, terminal, platform							
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.							
20.05 Joint development							
20.06 Automobile parking multi-story structure		3,000					
20.07 Elevators, escalators							
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	9.65	4,062	\$ 421	7%	3%	4,658	
30.01 Administration Building: Office, sales, storage, revenue counting							
30.02 Light Maintenance Facility		4,062					
30.03 Heavy Maintenance Facility							
30.04 Storage or Maintenance of Way Building							
30.05 Yard and Yard Track							
40 SITEWORK & SPECIAL CONDITIONS	9.65	4,974	\$ 515	9%	3%	5,749	
40.01 Demolition, Clearing, Earthwork							
40.02 Site Utilities, Utility Relocation		989					
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments							
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks							
40.05 Site structures including retaining walls, sound walls		608					
40.06 Pedestrian / bike access and accommodation, landscaping		472					
40.07 Automobile, bus, van accessways including roads, parking lots		2,905					
40.08 Temporary Facilities and other indirect costs during construction							
50 SYSTEMS	9.65	3,867	\$ 401	7%	3%	4,425	
50.01 Train control and signals							
50.02 Traffic signals and crossing protection							
50.03 Traction power supply: substations							
50.04 Traction power distribution: catenary and third rail							
50.05 Communications		537					
50.06 Fare collection system and equipment		3,330					
50.07 Central Control							
Construction Subtotal (Sum Categories 10 - 50)	9.65	54,944	\$ 5,694	100%	36%	62,338	
60 ROW, LAND, EXISTING IMPROVEMENTS	9.65	11,950	\$ 1,238		8%	13,691	
60.01 Purchase or lease of real estate		11,950					
60.02 Relocation of existing households and businesses							
70 VEHICLES (number)	33	17,650	\$ 535		12%	20,107	
70.01 Light Rail							
70.02 Heavy Rail							
70.03 Commuter Rail							
70.04 Bus	10	5,000	\$ 500				
70.05 Other	23	12,650	\$ 550				
70.06 Non-revenue vehicles							
70.07 Spare parts							
80 PROFESSIONAL SERVICES	9.65	43,107	\$ 4,467		28%	49,352	
80.01 Preliminary Engineering		6593					
80.02 Final Design		13,736					
80.03 Project Management for Design and Construction		10,989					
80.04 Construction Administration & Management		10,989					
80.05 Insurance		200					
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200					
80.07 Surveys, Testing, Investigation, Inspection		200					
80.08 Agency Force Account Work		200					
90 UNALLOCATED CONTINGENCY		25,000			16%	28,698	
Subtotal (Sum Categories 10 - 90)	9.65	152,651	\$ 15,819		100%	174,187	
100 FINANCE CHARGES		0			0%	0	
Total Project Cost (Sum Categories 10 - 100)	9.65	152,651	\$ 15,819		100%	174,187	
YOE Construction Cost per Mile (X000)			\$ 6,460				
YOE Total Project Cost per Mile (X000)			\$ 18,050				
Base Year Soft Costs & Contingency/Construction (80 + 90) / (10 thru 50)			124%				

Enter finance charges on Inflation Calculation to YOE worksheet.

Year of Base Year Dollars should match year in "Today's Date."

YOE Dollars automatically arrive from Inflation Calculation to YOE worksheet.

Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.

Table 2.2: Major Capital Project Costs (Long-Term LPA)
(Annualized Cost)

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)								
Project	E-Street BRT - LPA (Long-Term)					Today's Date	10/6/05	
Location	San Bernardino, CA					Yr of Base Year Dollars	2005	
<div>For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.</div>								
	Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [0.07/1 - (1.07) ⁻ⁿ no. yrs]	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.65	30,875			60,097			4,637
10.01 Guideway: At-grade exclusive right-of-way	0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	4.89	21,688	17,016		38,704	30	0.0806	3,119
10.03 Guideway: At-grade in mixed traffic	4.54	321	252		574	20	0.0944	54
10.04 Guideway: Aerial structure	0.22	8,865	6,955		15,820	80	0.0703	1,112
10.05 Guideway: Built-up fill	0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover	0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel	0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill	0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation		0	0		0	30	0.0806	0
10.10 Track: Embedded		0	0		0	20	0.0944	0
10.11 Track: Ballasted		0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)		0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening		0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167			24,928			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	6,407	5,000	19,574	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform	0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform	0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	0	0	0		0	70	0.0706	0
20.05 Joint development	0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure	0	3,000	2,354		5,354	50	0.0725	388
20.07 Elevators, escalators	0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		4,062			9,248			670
30.01 Administration Building: Office, sales, storage, revenue counting		0	0		0	50	0.0725	0
30.02 Light Maintenance Facility		4,062	3,186	2,000	9,248	50	0.0725	670
30.03 Heavy Maintenance Facility		0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building		0	0		0	50	0.0725	0
30.05 Yard and Yard Track		0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS		4,974			9,877			863
40.01 Demolition, Clearing, Earthwork		0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation		989	776		1,765	100	0.0701	124
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments		0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks		0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls		608	477		1,085	80	0.0703	76
40.06 Pedestrian / bike access and accommodation, landscaping		472	370		842	20	0.0944	80
40.07 Automobile, bus, van accessways including roads, parking lots		2,905	2,279	1,000	6,184	20	0.0944	584
40.08 Temporary Facilities and other indirect costs during construction		0	0		0	100	0.0701	0
50 SYSTEMS		3,867			7,901			746
50.01 Train control and signals		0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection		0	0		0	30	0.0806	0
50.03 Traction power supply: substations		0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail		0	0		0	30	0.0806	0
50.05 Communications		537	421		958	20	0.0944	90
50.06 Fare collection system and equipment		3,330	2,613	1,000	6,943	20	0.0944	655
50.07 Central Control		0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)		54,944			112,051			8,686
60 ROW, LAND, EXISTING IMPROVEMENTS		11,950			22,950			1,608
60.01 Purchase or lease of real estate		11,950		11,000	22,950	100	0.0701	1,608
60.02 Relocation of existing households and businesses		0			0	100	0.0701	0
70 VEHICLES (number)	33	17,650			17,650			1,938
70.01 Light Rail	0	0			0	25	0.0858	0
70.02 Heavy Rail	0	0			0	25	0.0858	0
70.03 Commuter Rail	0	0			0	25	0.0858	0
70.04 Bus	10	5,000			5,000	12 to 18	0.1098	549
70.05 Other	23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles	0	0			0	varies		0
70.07 Spare parts	0	0			0	varies		0
80 PROFESSIONAL SERVICES		43,107						
80.01 Preliminary Engineering		6,593						
80.02 Final Design		13,736						
80.03 Project Management for Design and Construction		10,989						
80.04 Construction Administration & Management		10,989						
80.05 Insurance		200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200						
80.07 Surveys, Testing, Investigation, Inspection		200						
80.08 Agency Force Account Work		200						
90 UNALLOCATED CONTINGENCY		25,000						
Subtotal (Sum Categories 10 - 90)		152,651	43,107	25,000	152,651			12,233

Table 2.3: Major Capital Project Costs (Short-Term LPA)

Major Capital Project Costs - Main Worksheet (Rev. 1, Jan. 21, 2005)						
Project	E-Street BRT - LPA (Short Term)				Today's Date	10/6/05
Location	San Bernardino, CA				Yr of Base Year Dollars	2005
Project ID	XXXX (TEAM-Fast Track Cross-Ref. ID - automatically assigned by Fast Track; call to obtain)					
Phase AA					Yr of Revenue Ops	2010
Contracting Method: Design Bid Build, Design Build, CM at Risk, etc.					Forecast Year	2030
Number of Route Miles: 15.66					Number of Stations	16
<div style="border: 1px solid black; padding: 2px; display: inline-block;"> Base Year Dollars Total should match Base Year Dollars Total on the Allocated Contingency worksheet. </div>						
	Quantity	Base Year Dollars Total (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	9.75	32,383	\$ 3,321	57%	21%	36,724
10.01 Guideway: At-grade exclusive right-of-way						
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	5.05	22,398	\$ 4,435			
10.03 Guideway: At-grade in mixed traffic	4.48	317	\$ 71			
10.04 Guideway: Aerial structure	0.22	9,668	\$ 43,945			
10.05 Guideway: Built-up fill						
10.06 Guideway: Underground cut & cover						
10.07 Guideway: Underground tunnel						
10.08 Guideway: Retained cut or fill						
10.09 Track: Direct fixation						
10.10 Track: Embedded						
10.11 Track: Ballasted						
10.12 Track: Special (switches, turnouts)						
10.13 Track: Vibration and noise dampening						
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	16	11,167	\$ 698	20%	7%	12,587
20.01 At-grade station, stop, shelter, mall, terminal, platform	16	8,167	\$ 510			
20.02 Aerial station, stop, shelter, mall, terminal, platform						
20.03 Underground station, stop, shelter, mall, terminal, platform						
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.						
20.05 Joint development						
20.06 Automobile parking multi-story structure		3,000				
20.07 Elevators, escalators						
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	9.75	4,062	\$ 417	7%	3%	4,658
30.01 Administration Building: Office, sales, storage, revenue counting						
30.02 Light Maintenance Facility		4,062				
30.03 Heavy Maintenance Facility						
30.04 Storage or Maintenance of Way Building						
30.05 Yard and Yard Track						
40 SITEWORK & SPECIAL CONDITIONS	9.75	4,913	\$ 504	9%	3%	5,676
40.01 Demolition, Clearing, Earthwork						
40.02 Site Utilities, Utility Relocation		1,017				
40.03 Haz. mat'l, contain'd soil removal/mitigation, ground water treatments						
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks						
40.05 Site structures including retaining walls, sound walls		624				
40.06 Pedestrian / bike access and accommodation, landscaping		472				
40.07 Automobile, bus, van accessways including roads, parking lots		2,800				
40.08 Temporary Facilities and other indirect costs during construction						
50 SYSTEMS	9.75	3,867	\$ 397	7%	2%	4,425
50.01 Train control and signals						
50.02 Traffic signals and crossing protection						
50.03 Traction power supply: substations						
50.04 Traction power distribution: catenary and third rail						
50.05 Communications		537				
50.06 Fare collection system and equipment		3,330				
50.07 Central Control						
Construction Subtotal (Sum Categories 10 - 50)	9.75	56,392	\$ 5,784	100%	36%	64,070
60 ROW, LAND, EXISTING IMPROVEMENTS	9.75	12,888	\$ 1,322		8%	14,813
60.01 Purchase or lease of real estate		12,888				
60.02 Relocation of existing households and businesses						
70 VEHICLES (number)	33	17,650	\$ 535		11%	20,107
70.01 Light Rail						
70.02 Heavy Rail						
70.03 Commuter Rail						
70.04 Bus	10	5,000	\$ 500			
70.05 Other	23	12,650	\$ 550			
70.06 Non-revenue vehicles						
70.07 Spare parts						
80 PROFESSIONAL SERVICES	9.75	44,222	\$ 4,536		28%	50,686
80.01 Preliminary Engineering		6767				
80.02 Final Design		14,098				
80.03 Project Management for Design and Construction		11,278				
80.04 Construction Administration & Management		11,278				
80.05 Insurance		200				
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		200				
80.07 Surveys, Testing, Investigation, Inspection		200				
80.08 Agency Force Account Work		200				
90 UNALLOCATED CONTINGENCY		25,000			16%	28,698
Subtotal (Sum Categories 10 - 90)	9.75	156,151	\$ 16,015		100%	178,374
100 FINANCE CHARGES		0			0%	0
Total Project Cost (Sum Categories 10 - 100)	9.75	156,151	\$ 16,015		100%	178,374
YOE Construction Cost per Mile (X000)		\$ 6,571				
YOE Total Project Cost per Mile (X000)		\$ 18,295				
Base Year Soft Costs & Contingency/Construction (80 + 90) / (10 thru 50)		123%				

Year of Base Year Dollars should match year in "Today's Date."

YOE Dollars automatically arrive from Inflation Calculation to YOE worksheet.

Below, please include notes, commentary, etc. to clarify usage of categories and line items, to note special conditions, reasons for cost change, etc.

Enter finance charges on Inflation Calculation to YOE worksheet.

Table 2.4: Major Capital Project Costs (Short-Term LPA)
(Annualized Cost)

Major Capital Project Costs - BUILD Annualized Cost (Template 8) (Rev. 1, Jan. 21, 2005)									
Project	E-Street BRT - LPA (Short Term)					Today's Date	10/6/05		
Location	San Bernardino, CA					Yr of Base Year Dollars	2005		
<div>For the BUILD alternative, simply spread the Contingency according to perceived Risks. When the project includes buses, insert the appropriate Annualization Factor. The rest is automatically calculated.</div>		Quantity	Base Year Dollars Total (X000)	Spread proportionally Professional Services over Categories 10 through 50 (X000)	Spread Unallocated Contingency according to perceived Risks (X000)	Total with Professional Services and Unallocated Contingency spread (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [0.0711 - (1.07) ⁻ⁿ no. yrs]	Annualized Cost = Total with Professional Services and Contingency spread x Ann. Factor (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)		9.75	32,383			62,777			4,838
10.01 Guideway: At-grade exclusive right-of-way		0.00	0	0	5,000	5,000	80	0.0703	352
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)		5.05	22,398	17,564		39,962	30	0.0806	3,220
10.03 Guideway: At-grade in mixed traffic		4.48	317	249		566	20	0.0944	53
10.04 Guideway: Aerial structure		0.22	9,668	7,582		17,250	80	0.0703	1,213
10.05 Guideway: Built-up fill		0.00	0	0		0	80	0.0703	0
10.06 Guideway: Underground cut & cover		0.00	0	0		0	70	0.0706	0
10.07 Guideway: Underground tunnel		0.00	0	0		0	70	0.0706	0
10.08 Guideway: Retained cut or fill		0.00	0	0		0	80	0.0703	0
10.09 Track: Direct fixation			0	0		0	30	0.0806	0
10.10 Track: Embedded			0	0		0	20	0.0944	0
10.11 Track: Ballasted			0	0		0	35	0.0772	0
10.12 Track: Special (switches, turnouts)			0	0		0	30	0.0806	0
10.13 Track: Vibration and noise dampening			0	0		0	30	0.0806	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		16	11,167			24,924			1,770
20.01 At-grade station, stop, shelter, mall, terminal, platform		16	8,167	6,404	5,000	19,571	70	0.0706	1,382
20.02 Aerial station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.03 Underground station, stop, shelter, mall, terminal, platform		0	0	0		0	70	0.0706	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.		0	0	0		0	70	0.0706	0
20.05 Joint development		0	0	0		0	70	0.0706	0
20.06 Automobile parking multi-story structure		0	3,000	2,353		5,353	50	0.0725	388
20.07 Elevators, escalators		0	0	0		0	30	0.0806	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS			4,062			9,247			670
30.01 Administration Building: Office, sales, storage, revenue counting			0	0		0	50	0.0725	0
30.02 Light Maintenance Facility			4,062	3,185	2,000	9,247	50	0.0725	670
30.03 Heavy Maintenance Facility			0	0		0	50	0.0725	0
30.04 Storage or Maintenance of Way Building			0	0		0	50	0.0725	0
30.05 Yard and Yard Track			0	0		0	80	0.0703	0
40 SITEWORK & SPECIAL CONDITIONS			4,913			9,766			851
40.01 Demolition, Clearing, Earthwork			0	0		0	100	0.0701	0
40.02 Site Utilities, Utility Relocation			1,017	798		1,815	100	0.0701	127
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments			0	0		0	100	0.0701	0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks			0	0		0	100	0.0701	0
40.05 Site structures including retaining walls, sound walls			624	489		1,113	80	0.0703	78
40.06 Pedestrian / bike access and accommodation, landscaping			472	370		842	20	0.0944	79
40.07 Automobile, bus, van accessways including roads, parking lots			2,800	2,196	1,000	5,996	20	0.0944	566
40.08 Temporary Facilities and other indirect costs during construction			0	0		0	100	0.0701	0
50 SYSTEMS			3,867			7,899			746
50.01 Train control and signals			0	0		0	30	0.0806	0
50.02 Traffic signals and crossing protection			0	0		0	30	0.0806	0
50.03 Traction power supply: substations			0	0		0	40	0.0750	0
50.04 Traction power distribution: catenary and third rail			0	0		0	30	0.0806	0
50.05 Communications			537	421		958	20	0.0944	90
50.06 Fare collection system and equipment			3,330	2,611	1,000	6,941	20	0.0944	655
50.07 Central Control			0	0		0	30	0.0806	0
Construction Subtotal (Sum Categories 10 - 50)			56,392			114,613			8,875
60 ROW, LAND, EXISTING IMPROVEMENTS			12,888			23,888			1,674
60.01 Purchase or lease of real estate			12,888		11,000	23,888	100	0.0701	1,674
60.02 Relocation of existing households and businesses			0			0	100	0.0701	0
70 VEHICLES (number)		33	17,650			17,650			1,938
70.01 Light Rail		0	0			0	25	0.0858	0
70.02 Heavy Rail		0	0			0	25	0.0858	0
70.03 Commuter Rail		0	0			0	25	0.0858	0
70.04 Bus		10	5,000			5,000	12 to 18	0.1098	549
70.05 Other		23	12,650			12,650	varies	0.1098	1,389
70.06 Non-revenue vehicles		0	0			0	varies		0
70.07 Spare parts		0	0			0	varies		0
80 PROFESSIONAL SERVICES			44,222						
80.01 Preliminary Engineering			6,767						
80.02 Final Design			14,098						
80.03 Project Management for Design and Construction			11,278						
80.04 Construction Administration & Management			11,278						
80.05 Insurance			200						
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.			200						
80.07 Surveys, Testing, Investigation, Inspection			200						
80.08 Agency Force Account Work			200						
90 UNALLOCATED CONTINGENCY			25,000						
Subtotal (Sum Categories 10 - 90)			156,151	44,222	25,000	156,151			12,487

Table 2.5: Station Costing Detail

Station Costing Detail	Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
						Units	Cost	Sub Total	Units	Cost	Sub Total
20.01 At-grade station, stop,											
48' Canopy	LS	1	\$141,000	\$141,000		4	\$564,000		4	\$564,000	
				\$98,700		13	\$1,283,099		13	\$1,283,099	
				\$70,500		12	\$845,999		12	\$845,999	
Sidewalk (120'x18')	SF	2160	\$6	\$12,960		30	\$388,800		30	\$388,800	
Electrical for Lighting	LS	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Solar Power (optional)	LS	2	\$4,000	\$8,000		30	\$240,000		30	\$240,000	
Lighting (Poles)	LS	2	\$7,000	\$14,000		30	\$420,000		30	\$420,000	
Lighting Under Canopy	LS	1	\$50,000	\$50,000		30	\$1,500,000		30	\$1,500,000	
Light To Alert Passengers of Bus	LS	1	\$2,000	\$2,000		30	\$60,000		30	\$60,000	
Water Hookup	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
					Assumes Water & Electrical						
Misting System	LS	1	\$4,000	\$4,000		30	\$120,000		30	\$120,000	
Benches	LS	4	\$3,000	\$12,000		30	\$360,000		30	\$360,000	
Station Marker/Logo Sign	LS	1	\$8,000	\$8,000		30	\$240,000		30	\$240,000	
System/Neighborhood Map	LS	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
Signs	EA	10	\$500	\$5,000		30	\$150,000		30	\$150,000	
Public Art	Allowance	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
Trash Receptacle	LS	3	\$3,000	\$9,000		30	\$270,000		30	\$270,000	
Decorative Crosswalks	LS	1	\$20,000	\$20,000		30	\$600,000		30	\$600,000	
Street Trees	EA	5	\$1,500	\$7,500	Trees every 40 ft	30	\$225,000		30	\$225,000	
Subtotal								\$8,166,898			\$8,166,898
20.06 Automobile parking multi-story structure											
Parking Structure	Space	1	\$25,000	\$25,000		120	\$3,000,000		120	\$3,000,000	
Subtotal								\$3,000,000			\$3,000,000

Table 2.5 (Continued): Station Costing Detail

	Station Costing Detail	Unit	Quantity	Unit Cost	Site Cost	Comments	LPA - Long Term			LPA - Short Term		
							Units	Cost	Sub Total	Units	Cost	Sub Total
40.05 Site structures including retaining walls, sound walls												
	2.5 Ft tall wall enclosure (poured concrete)	LF	80	\$100	\$8,000		21	\$168,000		23	\$184,000	
	Curb Extension (Concrete)	LS	1	\$20,000	\$20,000		22	\$440,000		22	\$440,000	
Subtotal								\$608,000			\$624,000	
40.06 Pedestrian / bike access and accommodation, landscaping												
	Landscaping Allowance		1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Windscreen Allowance		2	\$5,000	\$10,000		30	\$300,000		30	\$300,000	
	Bike Racks	LS	2	\$360	\$720		30	\$21,600		30	\$21,600	
Subtotal								\$471,600			\$471,600	
40.07 Automobile, bus, van accessways including roads, parking lots												
	Surface Parking	Space	1	\$3,500	\$3,500		830	\$2,905,000		800	\$2,800,000	
Subtotal								\$2,905,000			\$2,800,000	
50.05 Communication												
	Passenger Telephone	LS	1	\$10,000	\$10,000		30	\$300,000		30	\$300,000	
	Security Devices (Cameras)	Station	1	\$5,000	\$5,000		30	\$150,000		30	\$150,000	
	Variable Message Sign	LS	1	\$2,900	\$2,900		30	\$87,000		30	\$87,000	
Subtotal								\$537,000			\$537,000	
50.06 Fare Collection System And Equipment												
	Ticket Vending Machine	LS	1	\$60,000	\$60,000		48	\$2,880,000		48	\$2,880,000	
	Validator	LS	1	\$15,000	\$15,000		30	\$450,000		30	\$450,000	
Subtotal								\$3,330,000			\$3,330,000	
60.01 Purchase of Lease of Real Estate												
	See RoW Worksheet											
Total								\$7,105,720			\$7,769,320	
								\$26,124,218			\$26,698,818	

■ Operating Costs Calculation Spreadsheet.

The operating cost calculation presented in the following chapter was used to provide the number of buses required for each alternative. These buses are capital cost items, which are entered on line items 70.04 and 70.05 of the SCC. In addition, the "fair share" cost of the light maintenance facility currently planned by Omnitrans (as a portion of the 260 bus capacity) is added to line item 30.02.

A summary of the resulting capital and annualized capital costs for the four alternatives (No Build, TSM, Long-Term LPA, Short-Term LPA) is shown in Table 2.6. The alternatives range from \$70,437,000 for the TSM to \$156,151,000 for the Short-Term LPA. This corresponds to annualized costs ranging from \$5,909,000 for the TSM to \$12,487,000 for the Short-Term LPA.

The capital costs developed in the "Main Spreadsheet" can be annualized based on an assumption of the number of years of useful life for each element. One benefit to the great detail

required by the SCC is that differing annualization factors can be applied to each line item. Tables 2.2 and 2.4 show the annualization calculation (built into the SCC) for the Long-Term and Short-Term LPA. The last three columns on the right show: the useful life, the annualization factor (based on a 7% discount rate), and the resultant annualized cost for each line item. The line items are summed to obtain the total annualized cost for the alternative. The useful lives and discount rate (annualization factors) are fixed by the FTA for all capital cost items other than buses.

Table 2.6: Summary of Capital Costs

Alternatives	Total Capital Cost	Annualized Capital Cost
No Build	\$8,100,000	\$830,000
TSM Alternative	\$70,437,000	\$5,909,000
sbX LPA {Long-Term}	\$152,651,000	\$12,233,000
sbX LPA {Short-Term}	\$156,151,000	\$12,487,000

CHAPTER 3 - OPERATING COSTS

In addition to capital costs, operating costs for each alternative were developed. These could then be combined to provide an annualized total cost for each alternative, which would be more directly comparable.

sbX operating costs share components with bus operating costs. Each comes from a combination of vehicle service hours and the cost per vehicle service hour.

Vehicle service hours include the time spent in actual service, layover time at the end of the route and time, if necessary, to turn the bus around at each end of the route. Computing vehicle service hours included the following steps:

- The distance of each alignment has been measured. Round trip times have been simulated.
- Layover times need to be 10% of the round trip running time, with a minimum of 10 minutes, according to Omnitrans' labor agreement with the bus operators

- Turnaround times for each alignment were estimated by the project team subject to further refinement later in the study
- Adding these three separate estimates, a total time for each round trip was computed for each alignment
- Round trip time multiplied by the number of round trips per day yields the daily vehicle service hours, which were annualized by multiplying by 311, the current Annualization factor for Omnitrans fixed route service.
- Calculations of operating costs used Omnitrans' average bus operating (\$82.24) cost, from the Short Range Transit Plan (S RTP) for 2004 to 2009.
- Multiplying the annual vehicle service hours by the average operating cost yields estimated annual cost for any alignment.

The results of this calculation are shown in Table 3.1. The TSM Alternative has a larger operating cost than the LPAs since more buses are required to cover the route (as the sbX is faster) and hence, require more vehicle service hours and a greater operating cost.

3 - Operating Costs

Table 3.1: Operating Cost Calculations (All Routes that vary between Alternatives)

Alternatives	Routes	Peak		Weekday					Peak Vehicles Required	Weekday Operating Cost	Annual Operating Cost	Annual Oper. \$ per Alternative
		Round Trip		Headway		# Round	Veh Serv	Veh Serv				
		Miles	Minutes	Peak	OP	Trips	Hours	Miles				
No Build Alternative		27.0	138	15	15	72	188	2016	13	\$15,500	\$4,880,000	\$4,880,000
TSM Alternative	Route 2	32.0	112	5	5	216	461	7137	31	\$37,900	\$11,932,000	
	Limited Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$15,584,000
sbX LPA {Long-term}	sbX	31.1	80	5	5	216	343	6934	23	\$28,200	\$8,878,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,530,000
sbX LPA {Short-term}	sbX	31.3	81	5	5	216	344	6981	23	\$28,300	\$8,909,000	
	Route 2	27.0	138	20	20	54	141	1512	10	\$11,600	\$3,652,000	\$12,561,000
Assumptions: 5 minute turnaround per round trip 1 mile turnaround per round trip 10% layover 10 minute minimum layover per round trip 6 peak hours 12 off-peak hours Operating cost of \$82.24 per hour (from 2004 SRTP) Number of vehicles includes 20% spares Annualization Factor (from 2004 SRTP pp G-15)												

CHAPTER 4 - ANNUALIZED COSTS

The annualized costs from Tables 2.6 and 3.1 can be combined to provide the total annualized cost of each alternative.

Table 4.1 shows the total annualized cost for each alternative. The TSM alternative, which includes the same Park and Ride (PNR) facilities

as in the LPA, albeit with fewer spaces, as well as requiring more buses to service the route, has a total annualized capital cost of \$21,493,000 while the LPA Alternatives are \$24,763,000 for the Long-Term LPA, and \$25,048,000 for the Short-Term LPA.

Table 4.1: Comparison of Annualized Costs

Alternatives	Annualized Capital Cost	Annualized Operating Cost	Total Annualized Cost	Increment Above No Build	Increment Above TSM
No Build Alternative	\$830,000	\$6,192,000	\$7,022,000	\$0	
TSM Alternative	\$5,909,000	\$15,584,000	\$21,493,000	\$14,471,000	\$0
sbX LPA {Long-Term}	\$12,233,000	\$12,530,000	\$24,763,000	\$17,741,000	\$3,270,000
sbX LPA {Short-Term}	\$12,487,000	\$12,561,000	\$25,048,000	\$18,026,000	\$3,555,000

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CHAPTER 5 - TRAVEL DEMAND FORECASTS AND BENEFITS

Travel Demand Model

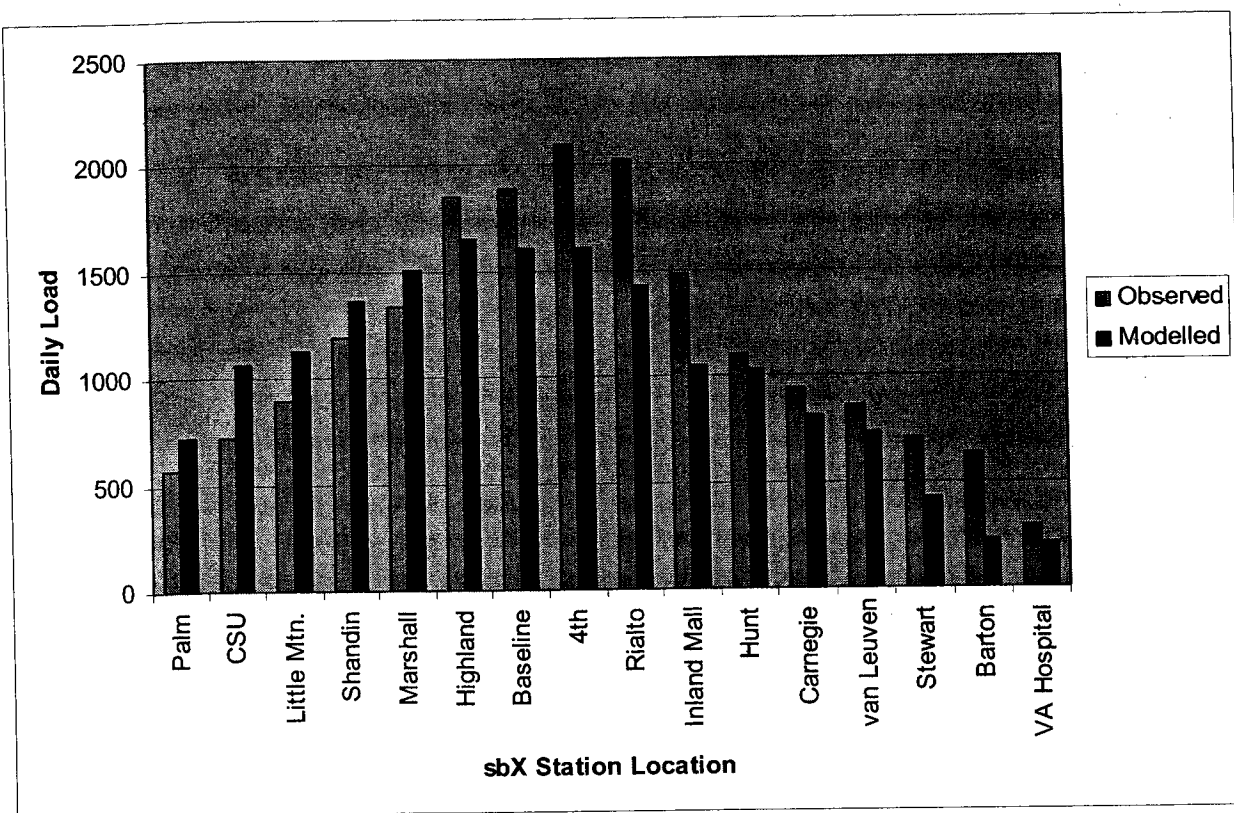
The San Bernardino Valley Travel Model (SBVM) was developed specifically for the purpose of creating travel demand forecasts of transit ridership in the San Bernardino Valley and the E Street Corridor. These forecasts were used to estimate future transit ridership on the different alternatives being tested, and to assess the relative benefits of the various alternatives.

The SBVM is similar in structure to the Southern California Association of Governments (SCAG) model, with additional detail added in the San Bernardino Valley. The other major difference between the SBVM and SCAG models is that SBVM includes a more robust mode choice

model that is based on the mode choice model developed for and used by OCTAM. This mode choice model is better suited for testing the range of transit modes available in the San Bernardino Valley.

The SBVM was developed and calibrated to provide an accurate representation of existing transit ridership in the San Bernardino Valley and the E Street Corridor. Exhibit 5.1 presents a comparison of the observed and modeled load profiles for Omnitrans Route 2. This exhibit shows how closely the model estimated the ridership on the transit route through the E Street Corridor. The validation of the transit assignment element of the SBVM is strongly demonstrated by this exhibit.

Exhibit 5.1: Route 2 Daily Loads at sbX Station Locations



Horizon Year 2030 Travel Demand Forecasts for the LPA

This section describes the results of the transit assignments for the LPA versus the No Build and TSM Baselines.

Background Assumptions

The No Build, TSM, and LPA model runs for the horizon year (2030) all include the same background assumptions. This is done so that the travel demand forecast results isolate the impacts of the different networks and ignore the incremental impacts of other factors.

For the purposes of the E Street Corridor analysis, all of the model runs are based on a single horizon year (2030), a single scenario of population and employment growth (based on the SCAG Baseline forecast for Year 2030), and a single highway network (based on the SCAG Baseline network, plus highway improvements in the San Bernardino Valley that are funded by the extension of Measure I).

Socioeconomic Data

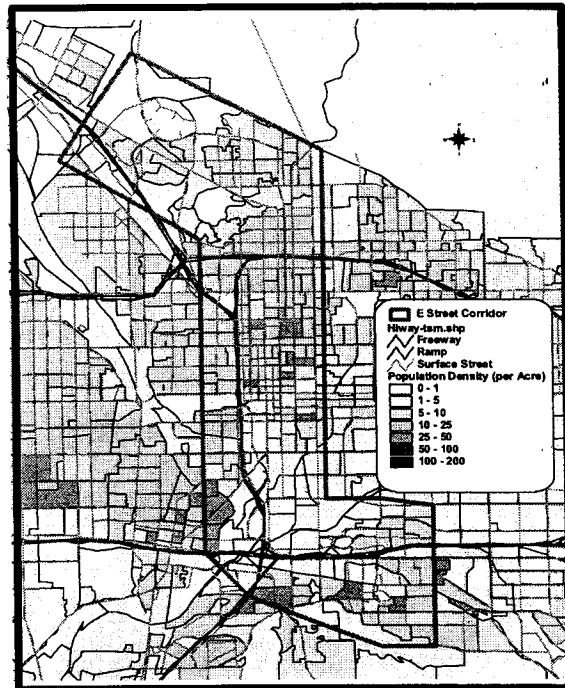
The background socioeconomic data used in the SBVM travel demand forecasts is based on the Year 2030 SCAG data. Detailed analysis of the SCAG data showed that population and employment growth forecasts for the City of San Bernardino were applied using constant growth rates. I.e. all SCAG TAZs within the City of San Bernardino had the same growth rates for residential data and the same growth rates for employment data.

In order to produce more realistic forecasts, the socioeconomic data for the City of San Bernardino was reallocated to SCAG zones. The reallocation was based on other available information, including land use forecasts used in the CTP and East Valley models, and land use projections of the City of San Bernardino.

The horizon year (2030) population and employment forecasts used in the detailed analysis are displayed graphically in Exhibits 5.2 and 5.3. Exhibit 5.2 displays the forecast population density for the SBVM TAZs within and adjacent to the E Street Corridor, while Exhibit

5.3 displays the employment density for the same TAZs.

Exhibit 5.2: Population Density in E Street Corridor

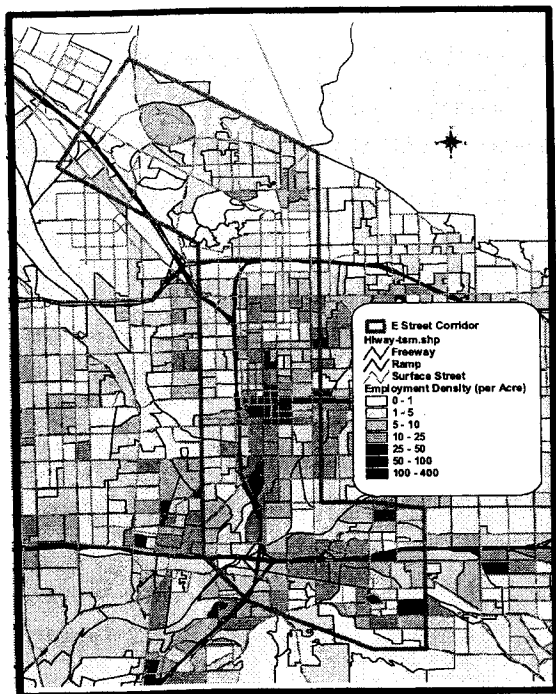


Highway Networks

The horizon year transportation networks are based on the SCAG Baseline networks, plus highway improvements that are funded by the extension of San Bernardino County Measure I. These highway improvements are summarized in Appendix A.

The SCAG Baseline networks were analyzed to ensure that the area type coding was consistent with the level of development forecast in the E Street Corridor. This analysis showed that some facilities in the Corridor were coded with the suburban area type, when they were forecast to experience growth that warranted their classification as either urban or urban business district.

Exhibit 5.3: Employment Density in E Street Corridor



Transit Networks

The baseline transit networks used for the comparative analysis include over 1,000 regional transit routes. Transit routes serving the San Bernardino Valley were coded to a greater level of detail than routes in the rest of the region.

Summary descriptions of these No Build and TSM baseline networks are presented here.

The No Build network includes only existing plus funded transportation improvements in the E Street Corridor. For fixed route transit, this level-of-service is defined in the Omnitrans SRTP as the Financially Constrained Scenario. The No Build Baseline also includes an increase in transit frequency on Route 2 serving the E Street Corridor, from 30-minute to 15-minute headways. Other changes in transit operations in the E Street Corridor include: a new San Bernardino Transcenter at Rialto Street and E Street; the proposed Redlands Rail Line plus supporting shuttles; a Loma Linda circulator service; a circulator service for California State University-San Bernardino; and new regional transit services operated by the Victor Valley Transit Authority and Orange County Transit Authority.

The TSM Baseline includes all facilities and services in the No Build Baseline plus certain planned or trend line service enhancements as defined in local service plans for Omnitrans, the Southern California Regional Rail Authority (Metrolink Commuter Rail), and the existing level of service of other operators in the area. The higher service levels associated with the Omnitrans Short Range Transit Plan's Up to Design Guidelines Scenario are included in this network. The improved levels of transit service reflected in the TSM and LPA networks have a profound impact on transit demand in the detailed analysis.

The TSM Baseline includes both Route 2 service at 20 minute headways and limited stop service on the Route 2 alignment operating at 5 minute headways. For roadway elements in the TSM Baseline, it is assumed that the construction of Evans Street will be completed from Redlands Boulevard south to Barton Road in Loma Linda.

The LPA network has north-south oriented lines that connect the numerous activity centers in the E Street Corridor. The LPA network has the same background transit services as those defined in the TSM Baseline, with minor deviations to serve route-specific transfer locations. The LPA network includes both Route 2 service at 20-minute headways and the premium, sbX service operating at 5 minute headways, but not the limited stop service on Route 2. Roadway elements in the LPA are the same as for the TSM Baseline.

Special Generator and Visitor Trips

A small portion of the potential demand for transit in the E Street Corridor will come from trips that are not estimated in the four-step modeling process. These additional trips include trips made by visitors to the region and trips destined for special events that are not made on a daily basis. A detailed analysis was conducted to identify and quantify these potential trips.

Table 5.1 presents a list of over a dozen attractions and events within the E Street Corridor that have the potential to attract a significant number of transit trips to the Corridor. Special care was taken to avoid double counting trips that would have been generated by the standard modeling procedures.

This table includes the number of annual visits to each of these attractions or events, and the estimated number of additional transit trips that could be associated with these sites annually. These annual estimates were converted to daily transit riders for both the TSM and BRT baselines. Eventually, these daily trip ends were used to amend the ridership forecasts along the transit alignments. A total of 640 daily transit trip ends (320 transit trips) were added to the daily transit trip tables for assignment in the LPA, and 310 daily transit trip ends (155 transit trips) were added in the TSM baseline.

Ridership Forecasts

Transit ridership can be reported as either linked trips or unlinked trips. Linked trips are trips made for a purpose from an origin point to a destination point. Linked transit trips can involve the use of more than one transit vehicle. Unlinked trips are associated with the in-vehicle portion of transit travel on individual transit vehicles. In general, a linked transit trip with one transfer will include two unlinked transit trips. Linked trips are used to compare the total number of trips, and new trips, for the No Build, TSM and LPA. Unlinked trips (passenger boardings) are used to describe the relative amount of activity on transit routes for the No Build, TSM and LPA.

The total number of linked transit trips associated with the No Build, TSM and LPA is summarized in Table 5.2. This table displays the estimated number of transit trips in both San Bernardino County and the E Street Corridor.

Table 5.1: Annual Special Event and Visitor Trips in E Street Corridor

Generator	Annual Attendance	TSM Baseline		LPA	
		Annual Transit Trips	Daily Transit Trips	Annual Transit Trips	Daily Transit Trips
CSUSB					
Coussoulis Arena Events	180,000	5,400	20	16,200	50
North San Bernardino Little League Complex	60,000	1,800	10	5,400	20
Downtown San Bernardino					
Convention Center	100,000	5,000	20	10,000	30
Route 66 Rendezvous	500,000	25,000	80	50,000	160
Hotel Rooms	90,000	4,500	10	9,000	30
Arrowhead Credit Union Park	350,000	17,500	60	35,000	110
Orange Show Fairgrounds					
National Orange Show Festival	100,000	5,000	20	10,000	30
Citrus Fair Festival	50,000	2,500	10	5,000	20
Other Events	50,000	2,500	10	5,000	20
Hospitality Lane					
Restaurants	1,200,000	3,000	10	6,000	20
Hotel Rooms	300,000	15,000	50	30,000	100
Loma Linda University Medical Center	450,000	3,600	10	10,800	40
Veterans Administration Medical Center	460,000	1,000	-	3,000	10
All Generators	3,890,000	91,800	310	195,400	640

Table 5.2: Year 2030 Linked Transit Trips

	No Build	TSM	LPA
San Bernardino County	118,779	140,083	142,152
New Trips - vs. No Build	-	21,304	23,373
New Trips - vs. TSM	-	-	2,069
E Street Corridor	32,985	39,933	41,906
New Trips - vs. No Build	-	6,948	8,921
New Trips - vs. TSM	-	-	1,973

This table shows that the LPA is forecast to attract approximately 2,000 new transit trips to San Bernardino County, and that almost all of these new trips will be within the E Street Corridor.

The daily unlinked transit ridership forecasts for the No Build, TSM and LPA are summarized in Table 5.3. This table shows that the TSM is forecast to experience almost 70,000 more transit boardings than the No Build on transit routes that serve the San Bernardino Valley. This includes a large number of additional boardings associated with level of service improvements for Omnitrans and Metrolink services, and the extension of the Gold Line into the western portion of the San Bernardino Valley.

In the E Street Corridor, the TSM is forecast to have 5,900 more unlinked transit trips than the No Build along the standard alignment. A large

number of these boardings will be reallocated from the Route 2 local bus service to the Route 2 – Limited service.

The Route 2/sbX service combination in the LPA is forecast to serve almost 4,000 more unlinked transit trips than the Route 2/Limited service combination in the TSM. This accounts for almost all of the additional ridership in the San Bernardino Valley, where the remainder of the horizon year transit service is assumed to be constant between the TSM and LPA.

Table 5.3 also shows that the LPA is forecast to serve 1.6 percent more daily transit riders in the San Bernardino Valley than the TSM. The ridership differences between the TSM and LPA is mostly confined to Routes 2, 2 – Limited, and sbX, with very minor ridership impacts on other routes in the San Bernardino Valley.

Table 5.3: Daily Ridership Statistics for Transit Routes Serving San Bernardino Valley

Operator	Name	No Build	TSM	LPA
Routes Serving Route 2 Alignment				
Omnitrans	Route 2	7,446	3,460	3,196
Omnitrans	Route 2 - Limited	-	9,855	-
Omnitrans	sbX	-	-	14,060
Route 2 Alignment Subtotal		7,446	13,315	17,256
Other Routes Serving E Street Corridor				
Omnitrans	17 Routes	53,482	63,610	63,827
Metrolink	Union Station	12,776	15,814	15,788
Redlands Rail	1 Route	5,953	5,040	5,232
Riverside	Route 25	4,011	3,998	4,022
Victor Valley	1 Route	225	193	107
MARTA	2 Routes	309	287	275
Corridor Subtotal		76,756	88,942	89,251
Routes Serving Rest of East Valley				
Omnitrans	Routes 22, 29, 90, & feeders	6,757	8,152	8,202
Riverside	Routes 36 & 204	541	551	557
East Valley Subtotal		7,298	8,703	8,759
Routes Serving West Valley				
Omnitrans	16 Routes	48,288	54,838	54,821
Other Operators	3 Routes	43,164	86,792	86,774
West Valley Subtotal		91,452	141,630	141,595
All Routes Serving San Bernardino Valley				
San Bernardino Valley Total		182,952	252,590	256,861

Other performance characteristics for Route 2, Route 2 – Limited, and sbX are displayed in Table 5.4. This table shows the sbX alignment saves over 15 minutes off of the Route 2 – Limited service run time, and that the resulting ridership increases by over 4,000 total daily passenger boardings. The daily ridership for the sbX service in the LPA is forecast to be over 14,000 daily passenger boardings, as compared to fewer than 10,000 daily passenger boardings on the TSM's Limited service.

Route Profiles

Route profiles are graphics used as a visual aid to display the transit ridership along a transit

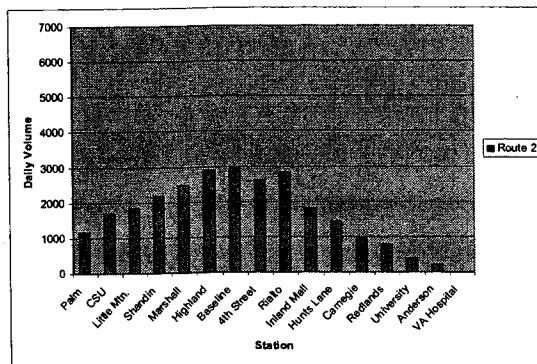
alignment. The E Street Corridor route profiles for the No Build, TSM and LPA are displayed in Exhibit 5.4. These graphics show the locations of and relative magnitudes of the peak load points. The peak ridership points for the No Build and TSM Baselines are located north of downtown San Bernardino, between the Baseline and 4th Street stations, while the peak load point for the LPA is located south of the Rialto Street Transcenter. The peak load point for the LPA carries more than 20 percent more daily passengers than for the TSM.

Table 5.4: Daily Ridership Characteristics for E Street Corridor Routes

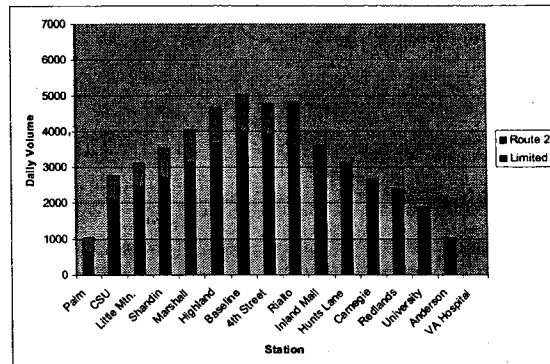
Measure	No Build	TSM	LPA
Route 2			
Travel Time in Minutes	69.0	69.1	68.9
Vehicles Required	13	10	10
Forecast Riders	7,891	3,460	3,196
Passenger Miles	26,145	10,150	9,680
Route 2 - Limited / sbX			
Travel Time in Minutes	-	55.9	40.2
Vehicles Required	-	31	23
Forecast Riders	-	9,855	14,060
Passenger Miles	-	39,234	52,097
All Routes Serving Alignment			
Vehicles Required	13	41	33
Forecast Riders	7,891	13,315	17,256
Passenger Miles	26,145	49,384	61,777
Average Trip Length (Miles)	3.31	3.71	3.58

Exhibit 5.4: Year 2030 Ridership Profiles

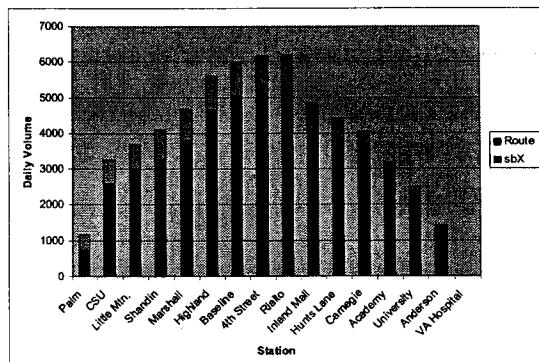
No Build Ridership Profile



TSM Ridership Profile



LPA Ridership Profile



Activity at Stations

The total daily station activity forecasts for the TSM and LPA are summarized in Tables 5.5 and 5.6. These tables show the boarding and alighting forecasts for the stations along each alignment. These tables display the access and egress forecasts in production-attraction format, where the "home-end" of trips are at the access end of trips, and the "work-end" of trips are at the egress end. This data shows that the Rialto Street Transcenter station will be the busiest station in the system in both the TSM and the LPA.

Daily activity at transit stations by modes of access and egress is summarized in Table 5.7. This table shows that more than 40 percent of

the daily sbX trips are expected to use another transit route to access the sbX system.

Drive access to stations with park-and-ride lots is summarized in Table 5.8. This table shows the horizon year demand for parking spaces at the park-and-ride lots for both the premium services (sbX or Route 2 Limited), and for all transit routes serving the stations.

Peak hour boardings at transit stations are displayed in Exhibit 5.5. These graphics show estimates of the number of transit riders who will be at the stations waiting for the premium services during the AM and PM peak hours. This data is used to estimate the station sizes and amenity requirements for the horizon year.

Table 5.5: Station Activity - TSM

Station	Access	Egress	Total
Palm	542	123	665
CSU (Front)	473	1,397	1,870
Little Mountain	394	95	489
Shandin	294	135	429
Marshall	698	95	793
Highland	1,087	469	1,556
Baseline	504	298	802
4th and E	182	817	999
Rialto	3,194	1,863	5,057
Inland Mall (Ext.)	249	1,028	1,277
Hunts	263	970	1,233
Carnegie	174	652	826
Redlands	475	448	923
Stewart	165	417	582
Barton	436	501	937
VA Hospital	569	394	963

Table 5.6: Station Activity - LPA

Station	Access	Egress	Total
Palm	611	142	753
CSU (Front)	552	1,773	2,325
Little Mountain	457	114	571
Shandin	340	161	501
Marshall	871	113	984
Highland	1,375	654	2,029
Baseline	644	395	1,039
4th and E	288	1,357	1,654
Rialto	4,447	3,052	7,499
Inland Mall	303	1,300	1,603
Hunts	331	1,268	1,599
Carnegie	219	801	1,020
Evans/Academy	1,314	697	2,011
Evans/University	671	757	1,428
Barton/Anderson	449	672	1,121
VA Hospital	867	485	1,352

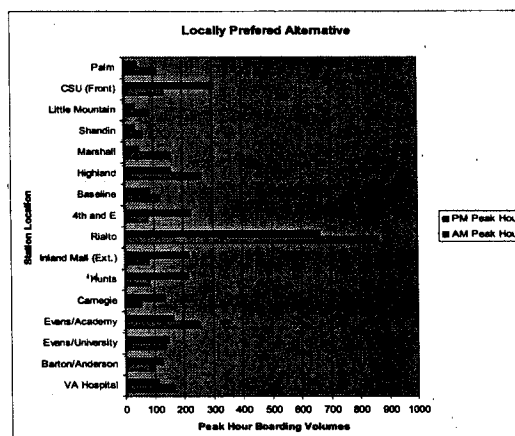
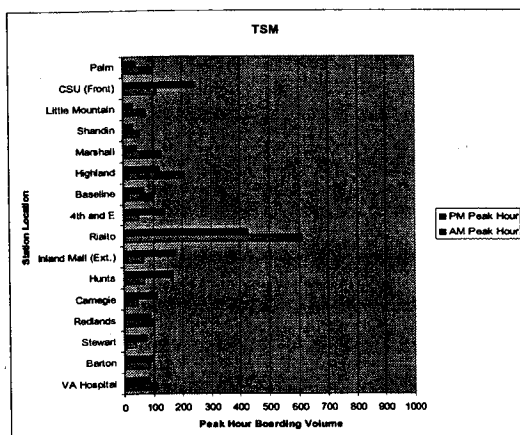
Table 5.7: Modes of Access and Egress at Transit Stations

Description	Access to sbX/Limited by Mode				Egress from sbX/Limited by Mode		
	Walk	Drive	Transfer	Total	Walk	Transfer	Total
TSM	4,820 50%	1,020 11%	3,860 40%	9,700	6,940 72%	2,760 28%	9,700
LPA	5,570 41%	2,240 16%	5,940 43%	13,750	10,370 75%	3,370 25%	13,740

Table 5.8: Drive Access and Parking Demand at Stations

	Drive Access to Stations		PNR Spaces	
TSM				
Station	Limited	Total	Limited	Total
Palm	126	182	80	103
Marshall	304	378	122	151
Rialto	335	1,260	134	504
Redlands	288	300	115	120
VA Hospital	190	534	76	214
Total	1,243	2,654	527	1,092
LPA				
Station	sbX	Total	sbX	Total
Palm	116	172	76	99
Marshall	358	443	143	177
Rialto	388	1,447	155	579
Evans/Academy	1,075	1,075	430	430
VA Hospital	298	693	119	277
Total	2,235	3,830	923	1,562

Exhibit 5.5: Peak Hour Boarding Volumes



Cost Benefit Analysis

The travel time savings benefits resulting from the transit alternatives were calculated first using the Summit software package. The results of the initial application of the Summit software indicates that the LPA will account for 806,000 annual hours of travel time savings when compared to the TSM.

However, this estimate is quite high, since it equates to more than ten minutes of travel time savings for each trip on the sbX. Our calculations indicate that the average trip on sbX will save approximately 4.0 minutes of travel time

when compared to the Route 2 Limited service modeled in the TSM.

Using a more conservative approach, we estimate that the average trip using sbX will save four minutes of travel time, and that the LPA will account for approximately 261,000 annual hours of travel time savings when compared to the TSM.

The cost effectiveness of transit service is calculated as the ratio of the incremental cost of new service to the incremental user benefit of the new service. For the LPA, the cost effectiveness is calculated as \$12.53 per hour of travel time savings.

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